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Twenty-Third Biennial Report

NORTH CAROLINA STATE HIGHWAY COMMISSION

1958-1959 and 1959-1960



TWENTY-THIRD BIENNIAL REPORT

OF THE

STATE HIGHWAY COMMISSION

OF

NORTH CAROLINA

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Written by **SAM BEARD**
Public Relations Officer

NORTH CAROLINA STATE HIGHWAY COMMISSION

Raleigh, North Carolina

FISCAL YEAR ENDED JUNE 30, 1959

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MEMBERS OF COMMISSION

J. MELVILLE BROUGHTON, JR., *Chairman*

RALPH L. HOWLAND, *Vice-Chairman*

ROBERT BUNNELLE

J. LEE WHITE

FLETCHER H. GREGORY, JR.

JAMES W. MASON

E. L. WHITE*

W. F. BABCOCK, *Director of Highways*

ERVIN DIXON, *Controller*

*Mr. White died on June 27, 1959. Mr. R. T. Morris was sworn in as a new member of the Commission on September 1, 1959, to replace Mr. White.



LETTER OF TRANSMITTAL

RALEIGH, N. C.
JANUARY 1, 1961

THE HONORABLE TERRY SANFORD
Governor, State of North Carolina

Dear Governor Sanford:

In accordance with the provisions of Section 23, Chapter 2 of the Acts of the General Assembly of 1921 (GS-136-12), we respectfully submit herewith the Twenty-third Biennial Report of the State Highway Commission of North Carolina.

Sincerely,

J. MELVILLE BROUGHTON, JR., *Chairman*
W. F. BABCOCK, *Director*

FOREWORD

The case for better highways in North Carolina is undeniably strong.

Directly or indirectly, almost every aspect of modern-day living is dependent on a highway transportation system adequate for the movement of people and goods safely, efficiently and economically. The farmer relies on rural roads to move his products to market. Inter-city and regional commerce requires good Primary and Interstate road connections and superhighways, and the only solution to critical traffic bottlenecks in our cities lies in the direction of wider streets and new urban expressways.

Four decades of progressive roadbuilding has taught North Carolina that expenditures for road improvements have brought a high dollar-for-dollar return on original investment. The travel industry is North Carolina's third largest, and it is almost wholly dependent on the type and quality of the highway facility on which the wheels of private and commercial vehicles roll.

As far back as 1921, North Carolina demonstrated she had the vision and courage to move forward rapidly in the construction of better highways. The first bond issue for State roads in that year led to the establishment of a 4500 mile system of paved highways, which became the skeleton of a road network which has since grown to over 71,000 miles of State-maintained public roads.

The growth and development of North Carolina's vast highway system didn't happen by chance. Our reputation as the "Good Roads State" is the direct result of dedicated Governors, devoted Highway Commissioners and the efficient and effective work of thousands of highway employees who have directed their talents to the daily chores of highway work.

An illustrious highway history is of little comfort, however, when balanced against a growing need on both the Primary and Secondary Systems. Since World War II, motor vehicle registration has jumped almost 300 per cent and will soon top the 2,000,000 mark. More people driving more cars to more and different places has put an unprecedented strain on existing roads and calls for construction of new highways on new locations.

This trend, combined with the urbanization and industrialization of North Carolina in the 50's poses a serious challenge to the highway builders of the 60's.

This challenge must be met if North Carolina is to grow and prosper in this age of the wheels.



The Asheville Expressway—Opened in 1960

1958-1960 BIENNIUM

In the past three calendar years, North Carolina has made outstanding progress in its continued effort to meet the increasing demands being made on its highway transportation system.

In major projects alone, some 770 construction jobs have been let to contract, with bids totaling \$170,000,000 for improvement to 2,900 miles of roadway. When right of way and engineering costs are added in, the total outlay on these contract projects approaches the \$200,000,000 mark. In addition, hundreds of smaller construction or resurfacing projects have been handled by State forces and, in the three-year period, almost \$150,000,000 has been spent for maintenance of North Carolina's 71,000 mile road network.

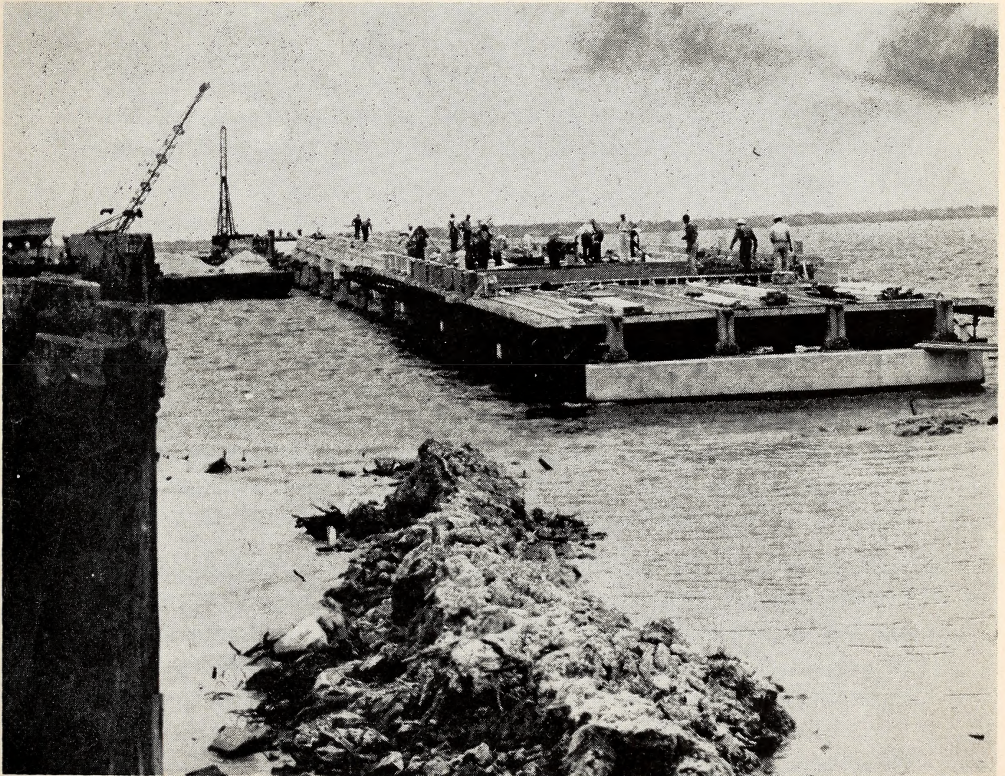
Such accomplishments, though impressive at first glance, reveal only a small part of the highway story, and must be evaluated against the backdrop of an enormous highway need which is already all too evident or will soon become apparent on the Primary and Secondary Systems, both rural and urban.

NORTH CAROLINA'S HIGHWAY SYSTEMS

North Carolina's network of road mileage may be subdivided into four systems, Interstate, Primary, Secondary and Urban.

The Interstate Highway System is a fixed network of controlled-access superhighways adopted by the Congress of the United States, currently embracing some 41,000 miles. Five Interstate routes have been allotted to North Carolina, and the program, when completed in the Tar Heel State, will involve a total of 775 miles of freeways.

North Carolina is among the national leaders in Interstate Highway construction, with 148 miles already completed and opened to traffic. The Interstate Highway System is being constructed in stages from highway funds specially earmarked for the system by the Federal and State Governments, and is scheduled for completion in North Carolina by the year 1973.



The missing link of coast-to-coast highway US 64 is being bridged by the Alligator River span now under construction. Let in early 1960, the structure will eliminate ferry service and provide a direct highway connection between the counties of Tyrrell and Dare.

PRIMARY HIGHWAY SYSTEM

The Primary Highway System in North Carolina is defined as that network of rural roads carrying US or NC number designations. The Primary Highway System is the major carrier of inter-city traffic and is composed of 11,290 miles of two and four-laned highways. All Primary Highways are under jurisdiction of the State Highway Commission. The US designation does not mean that these roads are federally owned or operated; they are merely designated as US routes for simplicity and for the convenience of motorists traveling from state to state. However, Federal funds are allocated annually to North Carolina for improvements to the Primary System.

SECONDARY ROAD SYSTEM

The Secondary Road System consists of 57,210 miles of rural farm-to-market roads, designated by small numbering signs and, in many cases, by familiar local road names. The average North Carolina county has slightly over 500 miles of Secondary facilities, but some of the larger counties may have 1,000 or more miles of such roads. The State-wide Secondary System of rural roads accounts for almost six of every seven miles on the State-maintained system.

URBAN STREET AND HIGHWAY SYSTEM

Extensions of US and NC numbered routes, as well as Secondary Roads, and the development of a coordinated system of major thoroughfares inside the corporate limits of municipalities are a responsibility of the State Highway Commission and are designated as part of the Urban System. North Carolina has maintenance and construction responsibility for 2844 miles of urban streets and highways, comprising approximately one-third of all the municipal-street system mileage.

Total mileage on these four basic highway systems is 71,344, forming the largest State-maintained highway system in America. Actually, the North Carolina State Highway Commission is responsible for maintenance and improvement of nearly 10 per cent of all State Highway-maintained mileage in America.

HIGHWAY COMMISSION ORGANIZATION

A large and complex highway organization is required for the day-by-day maintenance and improvement of this vast net-

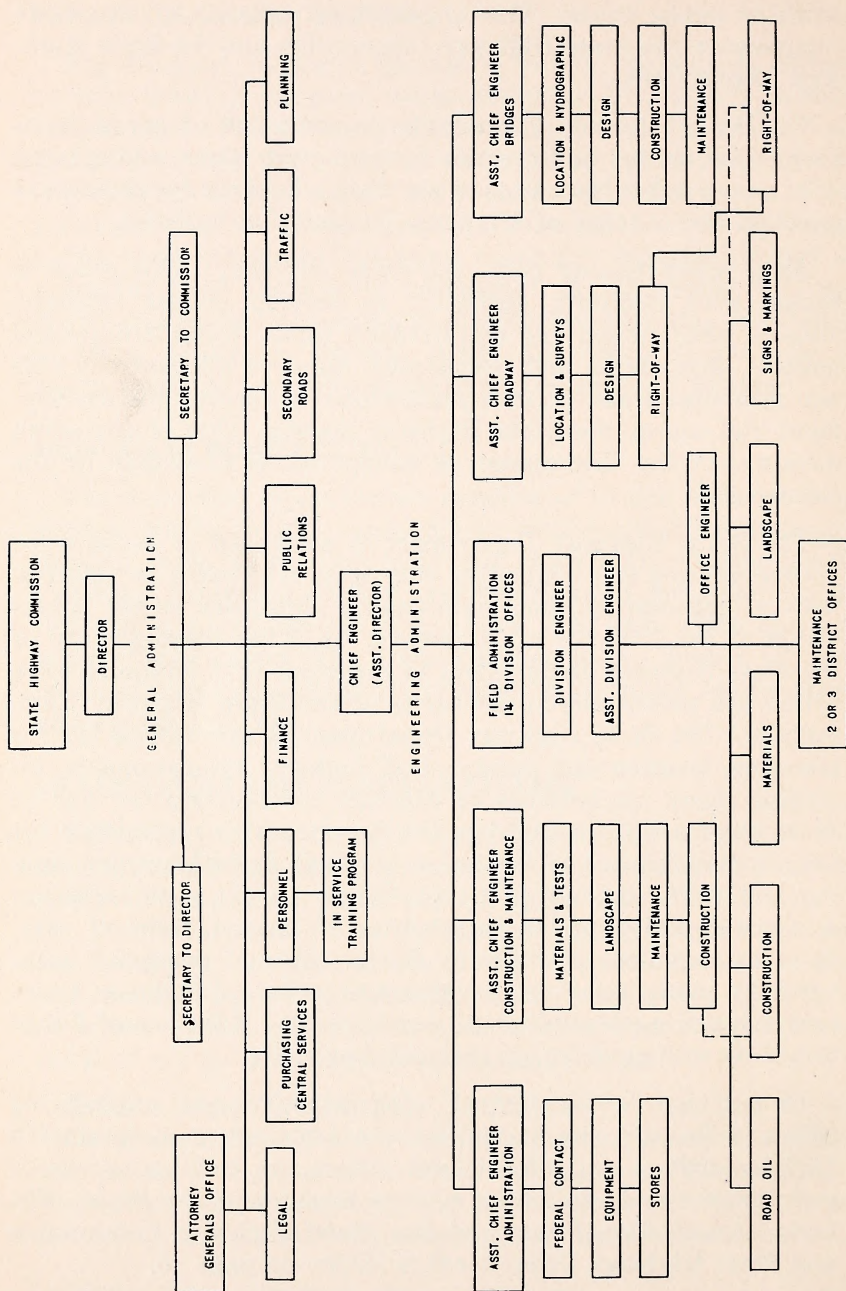
work of public roads. This organization consists of two basic components, the State Highway Commission and the State Highway Department.

The State Highway Commission is composed of seven members appointed by the Governor for four-year terms, and serving with no pay other than a token per diem allowance for those days spent in the conduct of Highway Commission business.

As a policy-making body, the State Highway Commission is vested with statutory authority to develop budget requests, allocate construction and maintenance funds, formulate general policies, procedures and ordinances, approve all contract bids and promulgate and enforce regulations concerning the development and use of the State Highway System. One of the seven members of the Commission is designated as Chairman by the Governor.

The State Highway Department is composed of some 8,000 permanent and 900 temporary employees who serve in administrative, engineering and maintenance capacities under supervision of the Director of Highways. It is the responsibility of the State Highway Department to carry out with administrative action the policy-making decisions of the State Highway Commission. The State Highway Department is responsible for the planning, location and design of all highway improvements, including direct surveillance of contract construction, as well as State force work. In addition, the department is responsible for proper maintenance of its entire highway system, proper signing and traffic control on its roadways, purchase of necessary equipment and supplies, acquisition of needed right of way, fiscal management of highway funds, internal personnel management, public relations, development of future highway plans, research and needs studies and contact with US Bureau of Public Roads, as well as other governmental agencies.

In addition to its central administrative and engineering offices in Raleigh, the State Highway Department maintains 14 Division Offices and 33 District Offices, as well as scores of maintenance and equipment centers throughout the State. The basic organizational chart of the State Highway Commission and State Highway Department is shown on page 10.



HIGHWAY FUND REVENUES

The State Highway Commission derives its operating funds from two basic sources, State highway user taxation and Federal Aid. Total State Highway funds for fiscal 1959-60 amounted to approximately \$134,000,000. These revenues accumulate from a seven-cent per gallon gasoline tax, license fees and motor vehicle registration fees. During the same fiscal year, North Carolina was allocated \$10,000,000 in Federal Aid Interstate funds, earmarked for use on the 775 mile Interstate Highway System, \$9,000,000 for improvements to those roads on the Federal Aid Primary System, \$8,000,000 for projects on the approved Federal Aid Secondary System, and \$3,000,000 for the Federal Aid Urban System within the State's municipalities. The total Highway Fund revenue, including \$30,000,000 of Federal Aid funds, approximated \$164,000,000 for fiscal 1959-60.

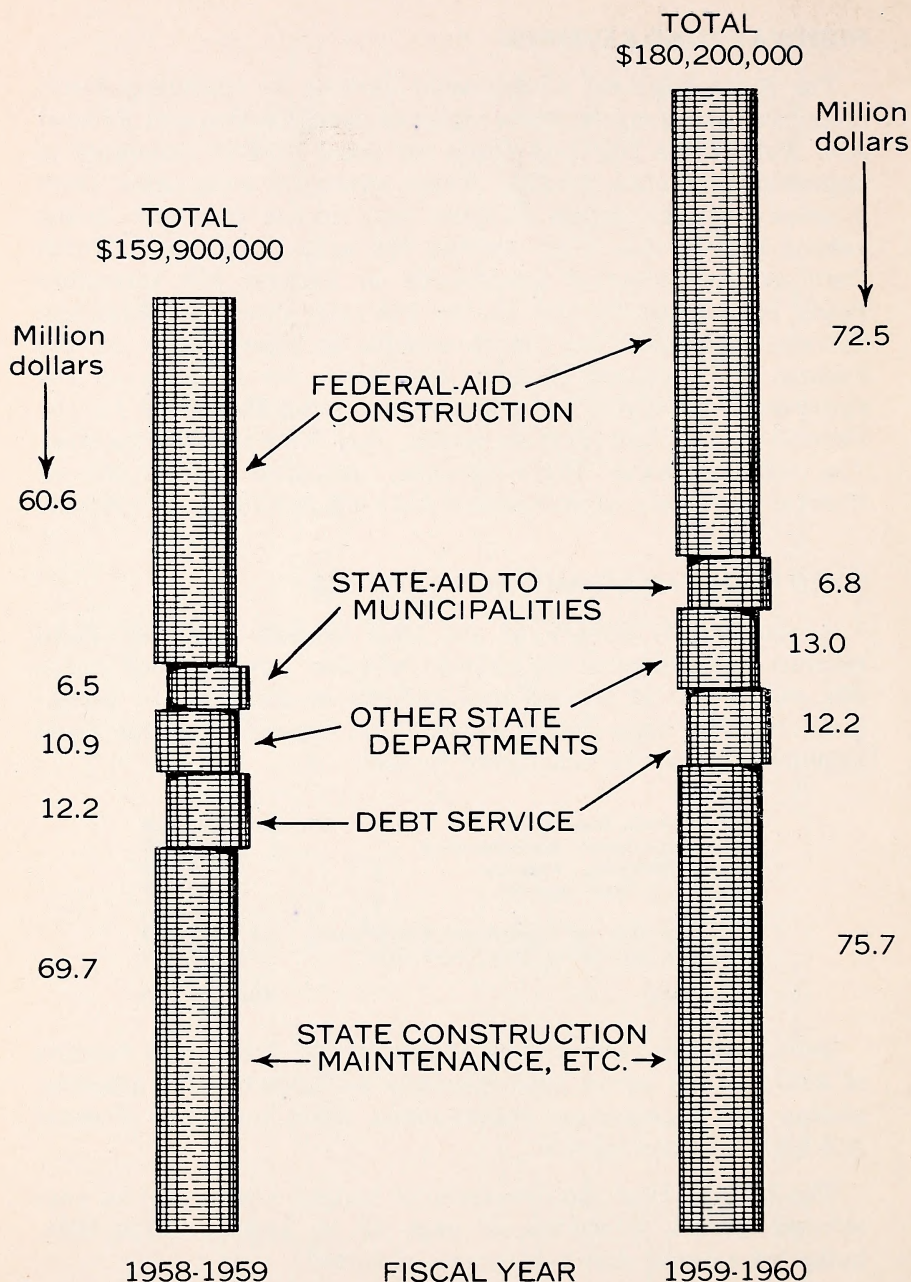
FIXED HIGHWAY COMMISSION EXPENSES

Approximately 22½% of the total 1959-60 Highway Fund revenue was expended for support of other governmental agencies, retirement of bonded indebtedness or State aid to municipalities. The table below shows these expenditures for fiscal 1959-60 and may be considered typical.

Motor Vehicle Department	\$ 9,500,000
Prison Department Administration	3,900,000
Paroles, Probation, Utilities	1,000,000
State aid to Municipalities	7,500,000
Total Non-Highway Department Expenditures ..	\$21,900,000
Retirement Secondary Road Bond Issue	\$14,800,000
Grand Total	\$36,700,000

Deducting fixed obligations of \$36,700,000 from total receipts of \$164,000,000 leaves approximately \$127,300,000 for administration and engineering, maintenance, State force and Federal Aid highway construction.

The 1959-60 Highway Department budget, which may be considered typical, is shown on page 13 by appropriation title, budgeted amount and percentage of total:



DISTRIBUTION OF HIGHWAY FUNDS

EACH COIN REPRESENTS \$1,000,000

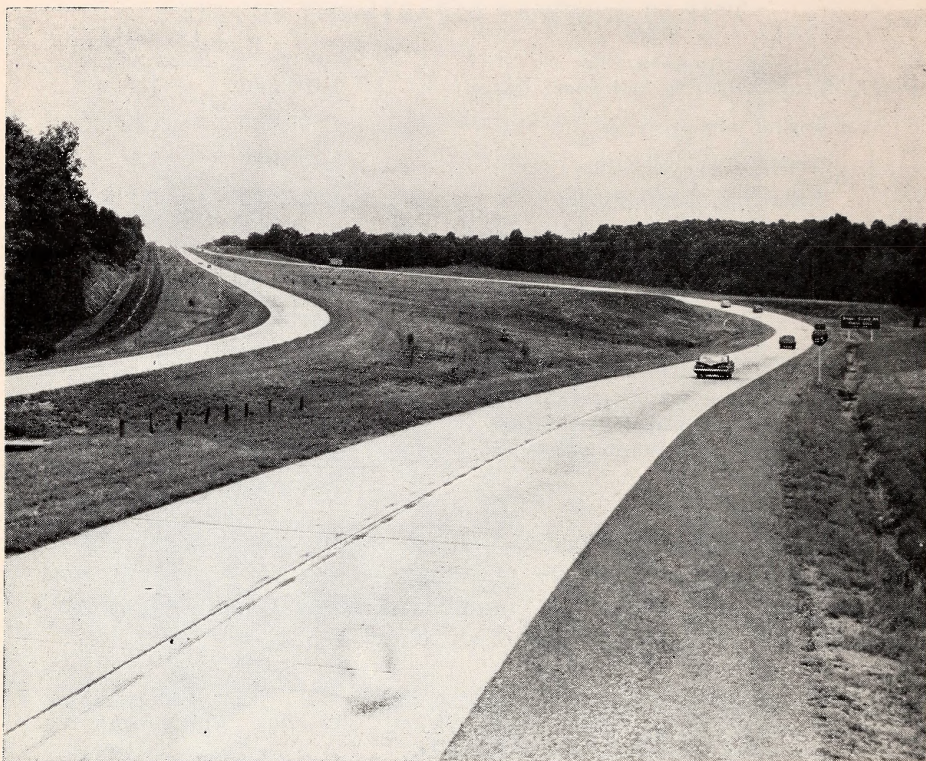
1959-60 HIGHWAY DEPARTMENT BUDGET

Appropriation Title	Amount	Percentage
Contributions to Retirement System	\$ 2,400,000	1.9
Capital Improvements	600,000	0.5
General Administration	1,400,000	1.1
Engineering Administration	4,100,000	3.2
State Maintenance and Construction:		
Primary System	19,000,000	14.9
Secondary System	45,000,000	35.3
Urban System	3,000,000	2.4
Public Access Roads	1,000,000	0.8
Federal Aid and State Matching Funds:		
Interstate	11,000,000	8.7
Federal Aid Primary System	18,000,000	14.1
Federal Aid Secondary System	16,000,000	12.6
Federal Aid Urban System	5,800,000	4.5
Total Budget	\$127,300,000	100.0 %

The State Maintenance and Construction budget is carried as a single appropriation for maintenance and force account construction. The Highway Commission breaks that budget into maintenance and construction as follows:

System	Maintenance	Construction
Primary	\$16,000,000	\$ 3,000,000
Secondary	33,000,000	12,000,000
Urban	2,500,000	500,000
Total	\$51,500,000	\$15,500,000

It is to be noted that routine upkeep or maintenance of the 71,344 mile State Highway System, amounting to \$51,500,000, represents over 40% of the total operating budget of the Highway Department. This includes expenditures of approximately \$8,800,000 for the use of 7,000 prisoners at a \$5.00 per day cost.



This portion of Interstate 85, bypassing Charlotte, is designed to carry large volumes of traffic today and in future years, with no grade crossings, stop signs or delay points. Control of access is complete on the main roadway and adjacent property is reached by service roads such as the one shown at the extreme left.

THE PLANNED APPROACH TO HIGHWAY IMPROVEMENTS

Even a cursory look at Highway Fund receipts and fixed obligations indicates that only a fraction (less than one-third) of available funds may be applied toward new highway construction. The number of projects initiated within any given year is necessarily restricted, and is the chief reason that most highway construction projects are let in relatively short two to twelve-mile segments.

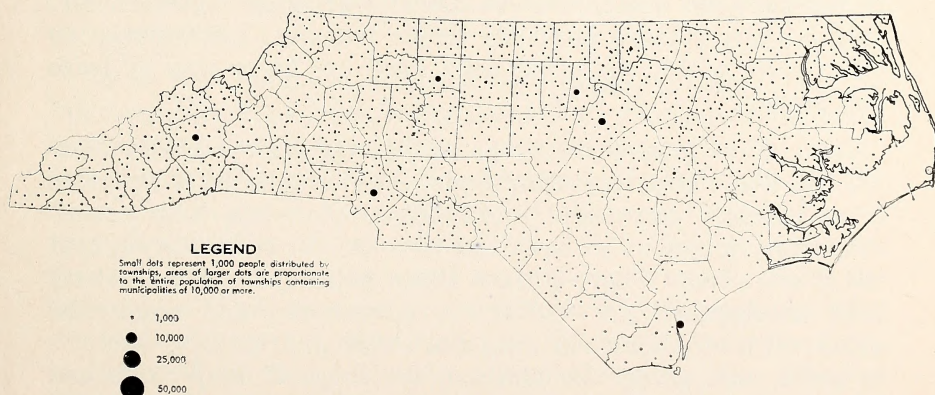
It is essential that these relatively short improvement projects fit appropriately into the total concept of highway improvements, and this fact has led North Carolina and many other States into placing far greater emphasis on long-range planning on all

highway facilities. Not only does the very nature of highway financing and construction demand such planning—it contributes to greater efficiency and economy in the roadbuilding program.

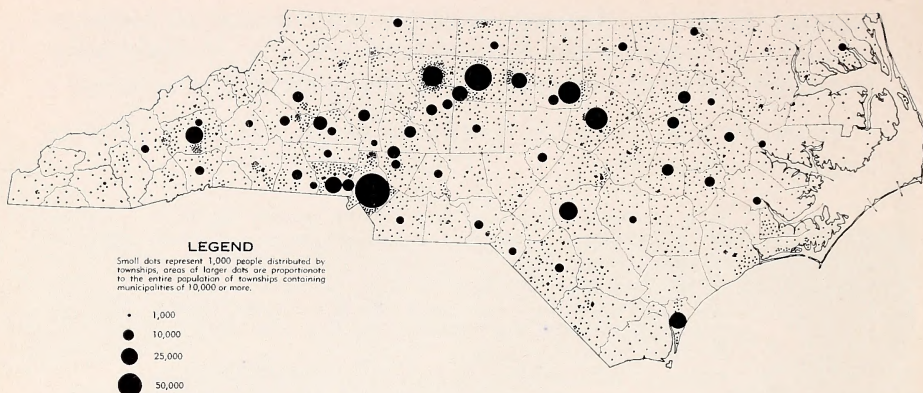
There are many tangible benefits to be derived from effective long-range planning:

- (1) Each improvement project fits into its proper place in the upgrading of the facility. Duplication and overlapping is eliminated.
- (2) Traffic and land development patterns are forecast 20 years hence and facilities are designed to meet such requirements, eliminating sudden outdating and costly reconstruction.
- (3) Advanced right of way acquisition is made possible when land may be undeveloped and, consequently, much lower in cost.
- (4) Industries, businesses, municipalities and other interests may plan their development with knowledge of contemplated highway improvements.
- (5) A more rational base for determining long-range financial requirements and annual budgeting is established.
- (6) Motorists are provided with the best possible transportation service at the lowest cost.

In late 1957 and 1958, the Highway Commission established a Department of Advance Planning, and staffed it with trained and qualified regional, urban and rural planners, research specialists and project engineers. It is the responsibility of this Department to analyze every Commission-approved highway project on the Primary, Interstate and Urban Systems, as well as many of the more important Secondary Road projects. Not only does the Planning Department analyze existing land development and traffic characteristics in the area of each project,



Distribution of population in 1890 reveals only six major urban areas in the entire State and a very uniform spread of population.

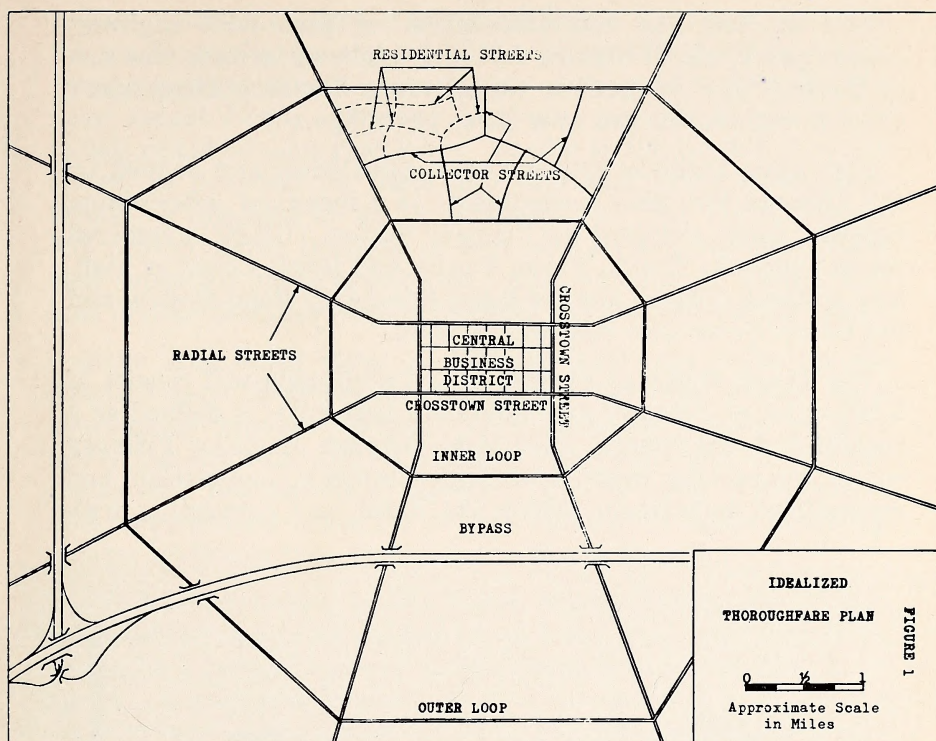


Distribution of population expected in 1980 shows tremendous growth of urban areas and the tendency of some cities and towns to virtually grow together. There is a direct relationship between population and traffic volumes and this chart shows graphically the severe urban and inter-urban transportation problem facing North Carolina during the next 20 years.

it projects population trends, land development potential and traffic volumes to 1980 and beyond. This concerted effort, in co-operation with local officials and planners, is aimed at providing adequate service for existing, as well as anticipated traffic uses and volumes, in both rural and urban areas.

Especially critical in this age of North Carolina urbanization is the municipal traffic problem. North Carolina is somewhat unique among the States in the number of medium size cities and towns spaced close together. Practically all of the population growth, which has occurred in the past decade, has taken place in or near these urban areas, and some of the cities, especially in the populous Piedmont, are literally growing together. Not only is there a large inter-city traffic transfer, but volumes on city streets within the urban area itself are increasing by leaps and bounds.

In an effort to meet the urban traffic congestion problem head-on, the State Highway Commission has established a program of cooperative, municipal thoroughfare planning, with practically every major urban area and with smaller towns throughout the State. These Thoroughfare Plans point the way to orderly land development for industrial, commercial and residential areas, with allowance for adequate street and highway systems to serve such areas. In addition, the scope of both State and municipal responsibility is defined with priority project improvements listed to insure that the work of each governmental



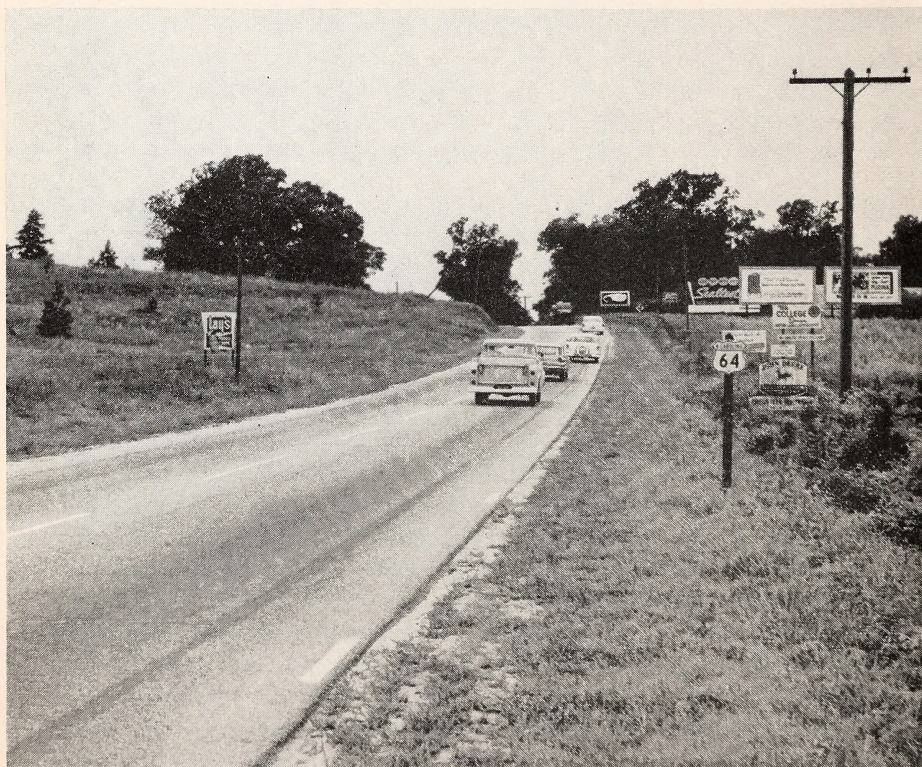
agency supplements, rather than conflicts, with the work of the other. Another significant step in the direction of effective municipal-State cooperation was taken by the 1959 General Assembly when it adopted legislation recommending that such cooperative Thoroughfare Plans become the base for all projected improvements.

Under the Commission-established program, more than 50 Thoroughfare Plans are being developed; fourteen such plans have already been completed and mutually adopted by the municipal government and the State Highway Commission for the cities of Greensboro, Charlotte, Canton, Roanoke Rapids, Greenville, Mooresville, Winston-Salem, Hickory, Newton, Conover, Raleigh, Durham, Gastonia and Laurinburg. In the case of the larger cities, local planners or consultants may be employed with the State Highway Commission and the city sharing the cost. In many of the smaller towns and communities, the Advance Planning Department has initiated and prepared the Thoroughfare Plan in close collaboration with local officials.

The analysis and recommendation of State-wide highway needs, and levels of service for each highway system was one of the first jobs assigned to the Advance Planning Department when it was established over three years ago.

Five basic highway systems were established and defined by the Advance Planning Department, as a means of determining highway needs, dividing the Primary System (US-NC numbered routes) into the Trunk, Trunk Feeder and Rural Collector highway systems. Others are the Rural Secondary Road System and the Urban Street and Highway System.

The Trunk Highway System, which eventually will consist of 3,000 miles of Primary and Interstate highways, is defined as a coordinated, continuous, intra-state network of major Primary routes connecting centers of high economic, population and recreational importance within the State, and connecting with



Here is a good example of inadequate facilities on the Trunk Line System. The Highway Commission has already approved four-laning of this and many other sections of the Trunk System and design work is underway.

routes to similar centers in adjoining States. The level of service for the Trunk System was established to permit operating speeds (origin to destination) on the system of from 50 to 55 miles per hour, except during extremely high peak periods when average speeds would be somewhat lower. Partial or full control of access should be provided on these highways and grade separations should be provided at major intersections. The Trunk System will provide either two-lane or four-lane divided highway facilities, dependent upon anticipated future volumes of traffic. Six-lane divided facilities may be required in some isolated instances.

More than 3,200 miles of Primary highways make up the Trunk Feeder Highway System, which has been defined as a coordinated highway system, interconnecting centers of generally less economic and recreational importance and the smaller towns with populations of 2,000 or more by 1975. This system will accommodate moderate to high volumes of traffic traveling shorter distances than traffic on the Trunk System.

The level of service on the Trunk Feeder System should permit average operating speeds of 45 miles per hour, and there would be a certain amount of interference to the movement of traffic. A moderate amount of land development abutting the right of way on the system would be permitted, with access control required only in certain critical areas.

The Rural Collector Highway System, numbering more than 6,500 miles of US and NC numbered Primary highways in rural or suburban areas, interconnects centers of smaller economic and recreational importance and population concentrations generally less than 2,000 by 1975. These facilities will serve abutting property uses and carry moderate to low volumes of traffic short distances, and also serve to carry traffic to the Trunk Feeder and Trunk Highway Systems. In most cases, two lanes of pavement, with adequate shoulders and drainage, will accommodate the smaller volumes of traffic which use these roads. Average operating speed on these roads would be 40 miles per hour, except in mountainous areas, where lower speeds would be tolerated.

Some 2,500 miles of highway system streets within municipalities are defined as a part of the Urban Highway and Street System. This system consists of major arterials, crosstowns, innerloops and beltline routes, providing a continuity of service for the urban area closely paralleling the intra-state service continuity of the Trunk and Trunk Feeder Systems. In most cases,

urban street and highway projects are designed in keeping with the local Thoroughfare Plan.

On the Secondary Road System, there are some 57,000 miles of rural farm-to-market roads. Approximately 44% of these roads are hardsurfaced, while 56% remain unpaved. The level of desirable Secondary Road service calls for eventual paving of all road facilities carrying 50 or more vehicles per day, and the stabilization of all remaining roads with lesser traffic counts to provide continuous, all-weather traffic service except in cases of extremely bad weather. In the case of Secondary Road bridges, structures should be capable of carrying at least an 8-ton load and of sufficient width to permit relatively easy two-way traffic.

NEEDS STUDY PUBLISHED

Desirable levels of road service to be provided eventually on the Trunk, Trunk Feeder, Rural Collector, Urban and Secondary Systems were officially adopted by the North Carolina State Highway Commission in 1958. This desirable level of service might be interpreted as a goal toward which annual highway improvement programs might be directed. Establishing minimum levels of service also provided highway planners and engineers with an effective yardstick to gauge the relative adequacy or inadequacy of existing roads throughout the State.

Beginning in 1958, the State Highway Commission began an exhaustive inventory of its road facilities, measuring each mile of roadway on each of the five highway systems against the desirable level of service standard.

Inadequate sections were noted and cost estimates necessary to bring the section up to the minimum service level noted.

Compilation of these statistics led to publication in 1960 of a comprehensive 15-year program of recommended highway improvements, to provide the traveling public with what could be considered a minimum or desirable level of road service free of excessive frills.

Listed were over 1,000 individual improvement projects recommended for construction during the next decade and a half by the planning and engineering sections of the State Highway Department. The 15-year long-range plan was not advanced as

a rigid program, since the transportation complex of North Carolina is under constant change. The 15-year plan does, however, bring into focus for the first time in North Carolina history the magnitude of the job ahead.

By highway systems, the cost of projects approved or recommended are:

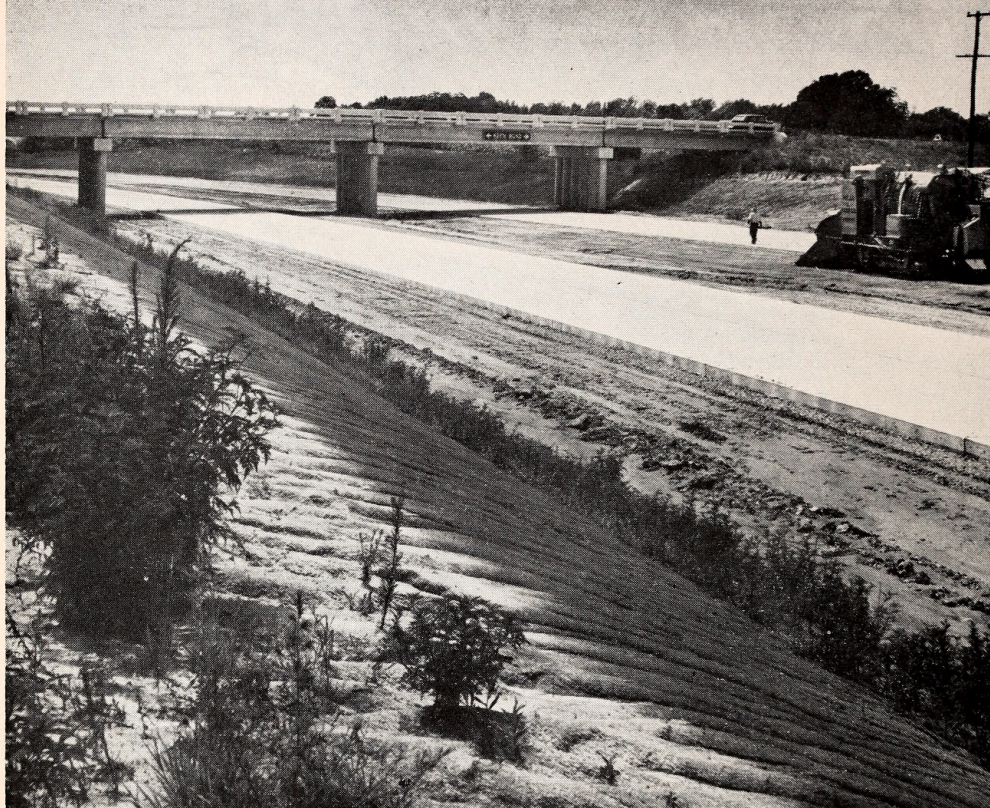
TRUNK SYSTEM	
Interstate	\$ 278,000,000
Primary	\$ 443,500,000
TRUNK FEEDER	\$ 218,150,000
RURAL COLLECTOR	\$ 152,750,000
URBAN CONNECTIONS	\$ 255,100,000
SECONDARY ROADS	
Secondary Road Paving	\$ 248,600,000
General Stabilization	\$ 315,900,000
Total 15-year Highway Improvement Needs	\$1,972,000,000

The 15-year highway needs study showed \$1,972,000,000 would be needed for road improvement projects to raise the level of service on all North Carolina highways to the minimum levels of service established by the State Highway Commission. When maintenance of the highway system over a 15-year period is added in, along with costs of administration, retirement contributions and capital improvements, the total cost of highway operations over the period 1960-1975 is estimated at \$2,997,500,000. The fact that revenues under the existing tax structure will fall considerably short of this need has been the subject of a special appeal to the Advisory Budget Commission to find additional sources of Highway Fund revenue.

INTERSTATE HIGHWAYS IN NORTH CAROLINA

The free and safe movement of high volumes of traffic over long distances is the promise the Interstate Highway System holds out for the people of North Carolina and the Nation. The National System of Interstate and Defense Highways is a 41,000 mile fixed network of multi-laned, divided roadways designed for the traffic needs of 1980 and beyond.

It is the most far-sighted highway program ever attempted in America and the most extensive public works program of any kind in history.



Shown here is a section of Interstate 95 which runs through eastern North Carolina from the Virginia line to South Carolina. Fifty-two miles of this controlled access freeway have been completed and opened to traffic.

North Carolina has consistently been a national leader in the progress of Interstate construction since passage of enabling legislation in the Federal Congress of 1956. Already, 148 miles of North Carolina's allotted 775 mile system have been completed to the high Interstate engineering specifications and opened to traffic. In 1961, additional sections will be readied to push completed mileage to well over 200.

The corridor locations of North Carolina's five Interstate Routes were selected as far back as 1947, but it was not until nine years later that the Congress imposed necessary taxes to defray costs of the giant system. The 1956 Federal Highway Act imposed an additional one-cent per gallon Federal gasoline

tax and, subsequently, levied one more cent on a temporary basis as a supplement to speed the program through the 1958 recession.

Contrary to popular belief, the Federal Government does not build Interstate roads. North Carolina and all other States are responsible for the detailed location, design and construction of Interstate Highways out of regular State funds. The Federal Highway Trust Fund is then invoiced for 90 per cent recovery of engineering, rights of way and construction costs. When completed and opened to traffic, Interstate Highways become the sole responsibility of the State, and year-by-year maintenance costs must be paid for out of State Highway fund receipts.

Thus far, North Carolina has expended slightly over \$200,000,000 on the Interstate Highway System, or approximately 40 per cent of the expected half-a-billion dollar costs. Sections already completed and opened to traffic include:

- (1) **Statesville-Conover—I-40**
- (2) **Winston-Salem-Yadkin River—I-40**
- (3) **East-West Expressway (Winston-Salem)—I-40**
- (4) **Greensboro-Kernersville—I-40**
- (5) **Charlotte Bypass—I-85**
- (6) **Salisbury Bypass—I-85**
- (7) **Hendersonville-Virginia Line—I-85**
- (8) **Kenly-Eastover—I-95**

Two of the longest stretches slated for 1961 opening are a 45-mile stretch of Interstate 85 between Greensboro and West Durham and a 35-mile section of I-40 between Hildebran and a point near Marion.

Grading and structure work is under way on I-95 between Fayetteville and Lumberton, and the Virginia line and US 158 near Roanoke Rapids. On I-40, the largest grading project in the State is in progress between Marion and Old Fort.

North Carolina was fortunate in securing a comparatively large percentage of its Interstate allocations within the first three years. From 1956 through 1958, Federal-aid Interstate allocations were made to the States on the basis of area, population and mileage. Approximately, \$50,000,000 per year was made available to North Carolina and was largely responsible for 1958 becoming the largest contract construction year in North Carolina's roadbuilding history.

The original 1956 Federal Highway Act provided for abandonment of the area, population and mileage formula for Interstate

allocations in 1959. Replacing it was a needs formula for Interstate allocation, which called for annual allocations to each State, which were sufficiently large to continue the Interstate construction program uniformly and to bring it to a successful completion in the allotted 13-year period.

Thus, under present Federal statutes, North Carolina will get an annual allocation representing approximately $1/13$ of the estimated cost to complete the 775 mile network.

The State Highway Commission has built its first Interstate roads in areas where the greatest amounts of congestion are along existing, parallel, Primary Highways. As in all contract highway work, short sections of from three to twelve miles per contract have been built. Status of Interstate location, design and contract work is shown on the following page.

NORTH CAROLINA'S SECONDARY ROADS

North Carolina's rural Secondary Roads, and the extension of these routes inside the municipalities, encompass more than 58,000 miles. Though not as heavily traveled as US or NC numbered routes, they embrace almost six out of every seven miles of State-maintained highways, and are an integral and extremely important part of the State Highway System.

Since 1931, the maintenance and improvement of Secondary Roads has been a responsibility of the State Highway Commission. It was in that year that the General Assembly abandoned the County Road System and gave the State jurisdiction over the farm-to-market road facilities. In the past three decades, the Secondary System has grown from a total of approximately 45,000 miles to its present-day total of 58,000 miles.

On January 1, 1960, 24,707 miles of rural Secondary Roads were hardsurfaced, while 32,503 miles were unpaved. Of a total of 1,579 miles of urban Secondary Roads or streets, 1330 miles were paved and 249 unpaved. On the entire Secondary System, 44% of the Secondary Road mileage is hardsurfaced, while 56% remains unpaved.

The most costly single item in Secondary Road work is maintenance of the 58,000 mile system, accounting for an expenditure of approximately \$33,000,000 during the 1959-60 fiscal year. It is estimated that annual per mile cost of maintaining an unpaved

road is \$375. This per mile annual maintenance cost more than doubles when a Secondary Road is hardsurfaced, such maintenance cost averaging \$825 per mile per year. This is somewhat difficult to explain to the public, which argues that hardsurfacing a Secondary Road eliminates frequent grading and shaping, and thus reduces maintenance expenditure. Quite the opposite is true, for cost of patching, resurfacing each six to eight years, centerlining and shoulder work must be included as maintenance items. Thus, it is seen that the continuing improvement program on the Secondary System will, in itself, bring about a rise in maintenance costs.

Funds for the maintenance of existing Secondary Road facilities are allocated by the Highway Commission to the various Divisions each year on the basis of the number of miles of roadway to be maintained, adjusted slightly in the various areas in accordance with weather and soil conditions, as well as historical experience in maintenance costs. It is readily apparent that roads subjected to extreme weather conditions in the mountains are more costly than similar facilities in the more temperate Piedmont and eastern sections of North Carolina.

In addition to the maintenance function, the Highway Commission's Secondary Road program is concerned with three major tasks:

- (1) **Paving important Secondary Roads on needs priority basis.**
- (2) **All-weather stabilization of unpaved roads.**
- (3) **Resurfacing and improvements of inadequate paved roads.**

Historically, North Carolina has had various systems of selecting important Secondary Roads for hardsurfacing. In 1957, the State Highway Commission adopted a points priority program for paving Secondary Roads, which represented the best features of procedures being used in the various Divisions of the State, as well as in other States.

As adopted and refined, the points priority program is intended to measure the public service importance of each Secondary Road facility in terms of its average, annual, daily traffic count, number of occupied houses, schools, churches, public and commercial buildings and the number of school bus routes, mail routes, etc. Points are assigned to each road in each county in line with the number of such uses. In each county, the road with the greatest number of total points is automatically assigned Priority No. One. Every road in each county which car-

ries 50 or more vehicles per average day is assigned a place in the priority listing in accordance with the total number of its points. These surveys of road uses are repeated every two years to keep pace with traffic count and other road-use changes.

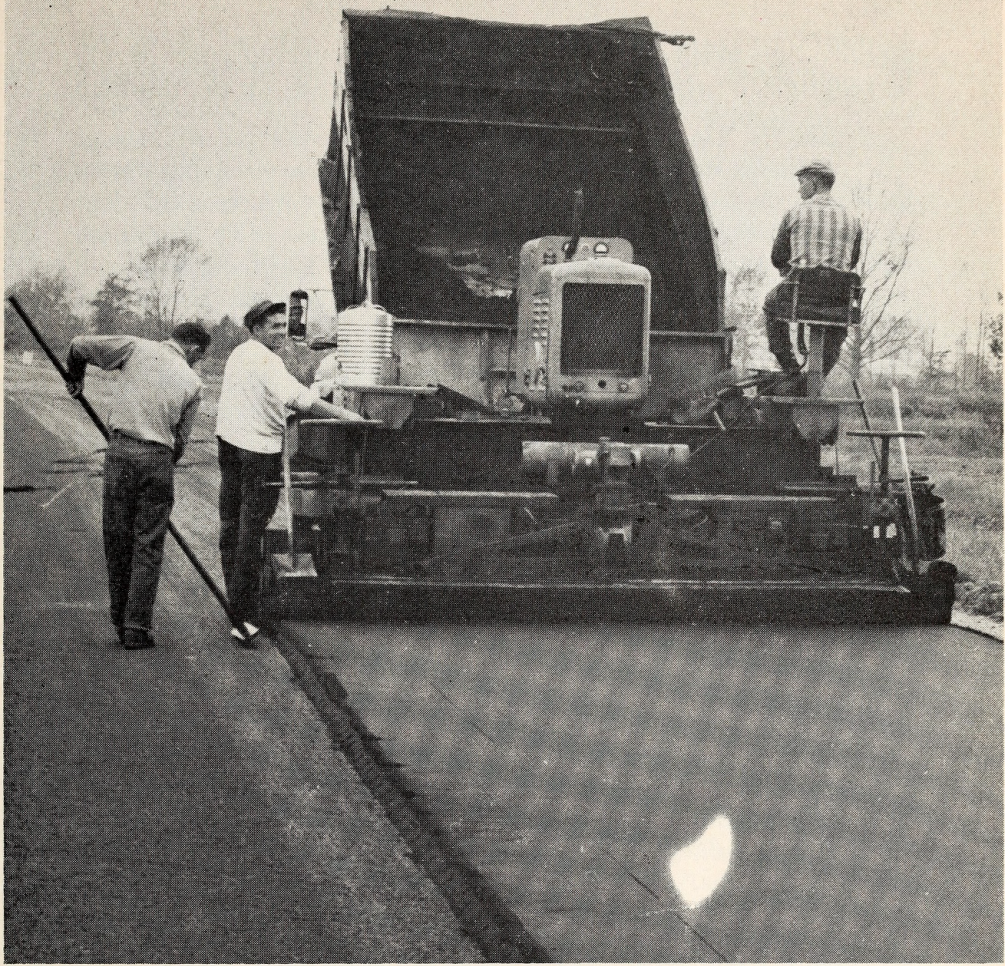
The first State-wide Secondary Road survey revealed a total of 9,500 miles of unpaved Secondary Roads carrying 50 or more vehicles per day and entitled to a place in the paving priority list. Since that time, well over 2,000 miles of Secondary Roads have been hardsurfaced, but the total mileage of eligible roads has not decreased. On the contrary, latest surveys show almost 11,000 miles rated for paving. The increase in the number of roads eligible for paving is largely due to traffic-count growths. Research into the development of Secondary Road traffic shows



North Carolina has many thousands of miles of inadequate secondary roads which do not meet minimum levels of service. Narrow travelways, inadequate drainage and absence of sufficient surface material are apparent characteristics of the road shown above.

daily use almost doubling on some Secondary facilities, especially in and near urban and industrial centers where one or more members of a farm family may be dividing his time between agricultural endeavors and work in a nearby business or industry.

A 15-year highway needs study, published in 1960, reveals that an estimated \$248,600,000 would be required to hardsurface Secondary Road facilities which now carry an average, annual, daily traffic count of 50 or more vehicles. Assuming little or no increase in the number of roads each year, a period of some 30



Hundreds of miles of existing highways are topped with a new coating of asphalt each year. Here, a new wearing surface is being applied to one of North Carolina's paved highways.

years would be required to hardsurface all rated roads under the present budgetary framework.

Even more costly would be the stabilization and improvement of unpaved roads to meet minimum State-wide levels of service established by the State Highway Commission. The Commission has determined that every public road, regardless of the traffic volumes using it, should have an all-weather surface to facilitate movement of people and goods in all but extreme conditions of weather. Stabilization of inadequate, unpaved roads to meet minimum levels of service would cost an estimated \$316,000,000. With approximately \$10,000,000 per year now going into this

stabilization program, a period of slightly over 30 years would be required to bring substandard, unpaved roads up to minimum levels of service.

In addition to these requirements, North Carolina has many hundreds of miles of paved Secondary Roads where alignment or surface condition is considered inadequate. To eliminate dangerous curves and steep grades, improve sight distance and resurface to acceptable standards, it is estimated the sum of \$60,000,000 would be required.

Total needs on the Secondary System thus total slightly over \$625,000,000. During the past three fiscal years, an annual allocation of \$18,000,000 for Secondary Road improvements (stabilization, paving, bridges) has been approved by the General Assembly and the State Highway Commission. Approximately \$8,000,000 of this annual allocation has gone into hardsurfacing on the paving priority program, while approximately \$10,000,000 has been utilized in stabilizing substandard roads. In both the paving programs and stabilization plans, substandard bridges are improved to minimum levels of service as a part of the overall improvement.

Allocation of State-wide Secondary Road improvement funds to the various counties is accomplished on the basis of need. The total cost to pave each county's rated roads, and improve to minimum standards its inadequate, unpaved facilities, is tabulated and compared to the total needs of the entire State. For example, if the total State-wide need were estimated at \$500,000,000, and an individual county's need is estimated at \$5,000,000, the county would be eligible for 1% of the total State-wide Secondary Road improvement allocation. These allocations are tabulated annually and the amount of money set aside for Secondary Road work in each county is published in advance of each fiscal year.

From the total allocations for each county, Division Highway Engineers prepare an annual county plan which may include both paving and stabilization projects. Once formulated, these plans are submitted to local county commissioners, and these local officials are asked for their suggestions and eventually for their approval of the county plan.

Though county governments have had no final authority in Secondary Road matters since the 1931 legislation, placing Secondary Roads under State jurisdiction, county commissioners

are asked to give careful consideration to the percentage of allocated funds which they feel should be spent on stabilization of substandard roads, and what portion should be utilized in hardsurfacing Secondary facilities on the points priority program. Many county commissioners, aware of the fact that stabilization represents a major need in their county, are recommending that a large portion of their allocation be used in drainage and rock or soil stabilization to provide better all-weather traffic service to their citizens.

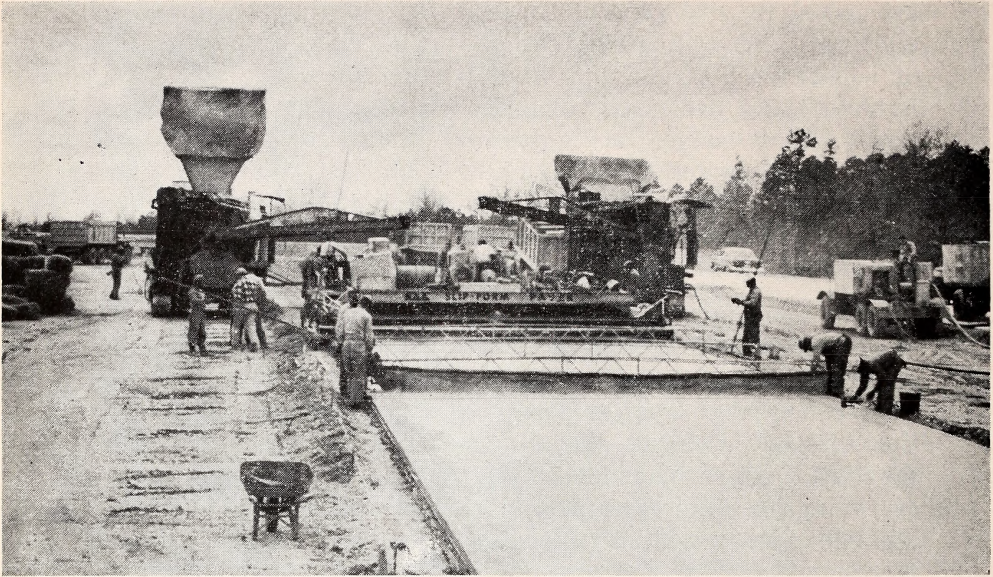
Once the approval of the county plan is obtained from the local county commissioners, it is submitted by the Division Engineer to the Secondary Roads Department in Raleigh for their concurrence and for final adoption by the State Highway Commission. With the official adoption of each county plan by the State Highway Commission, the Secondary Road stabilization or paving program becomes a blueprint for work in the county, and the necessary funds to complete the work are encumbered or reserved for use in that county only.

Secondary Road plans for each county are published in local newspapers and are on file for public inspection at county court-houses, District and Division Highway Offices and the Secondary Roads Department in Raleigh. Point count priority ratings are also available at these points, and citizens may secure a recount of the points on their road by filing a request with local District and Division Highway Engineers, or with the Secondary Roads Department in Raleigh.

IMPROVEMENTS IN ADMINISTRATIVE POLICIES AND PROCEDURES

The State Highway Commission and the State Highway Department are constantly on the alert for new and improved methods of operation. Many such improvements have been initiated in the past two years in such areas as personnel management, research, public relations, right of way acquisition, fiscal accounting, surveys and designs, and in the broad field of highway maintenance and construction.

Special emphasis has been placed on highway personnel improvements. Salary ranges for engineering classifications have been increased to a point where North Carolina now is in a favorable competitive position with other States in the South-



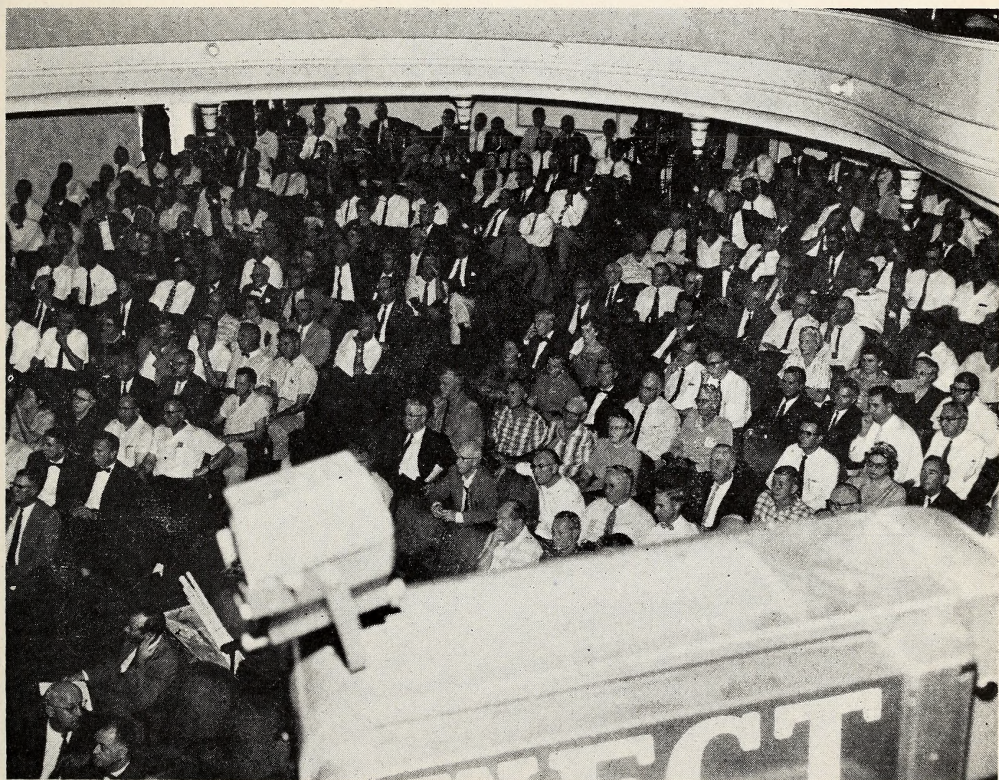
The latest method of concrete paving utilizes a slip-form paver which moves along the base course at a steady rate of speed, leaving behind it a perfectly formed 8 inch concrete job, ready for shoulder work.

east, making it possible for the Department to keep its own experienced employees, while attracting qualified engineering graduates each year, as well. More than 5,000 maintenance employees have been classified, bringing them the same uniform benefits enjoyed by other employees previously classified. At the same time, the work week of maintenance employees was reduced from 50 to 45 hours a week with no consequent effect on the level of maintenance service provided to the public. Studies are being started into the possibility of further reductions in the work week of all highway employees who work regular hours in excess of 40 hours each week. The bridge tender force was enlarged, making it possible to insure all bridge tenders a uniform five-day work week, in reducing the number of working hours from 70 to 60 per week.

A standard policy calling for retirement at age 65 was established, thus opening the way for the orderly and uniform retirement of older employees at a time when full retirement benefits would accrue to them. At the same time, this standard retirement policy opened the way for numerous promotions among younger, qualified personnel on a continuing basis. A special compensatory time-off policy has been established, with uniform

record keeping as a basis for granting employees time-off for overtime work. The In-service Training Program has been expanded, with nine schools established, instructors named and curricula prepared, with courses taught on State time. This program is not only beneficial in creating greater on-the-job proficiency, but enables successful graduates to secure promotions to more responsible positions quicker. The Highway Commission established a policy whereby Highway Commission personnel would be reimbursed one-half the cost of approved correspondence courses after successful completion of the course. Scholarships were established to the Yale University Traffic School, enabling traffic engineers to further their training in this specialized field.

A uniform bi-weekly payroll system was established under which all employees, regardless of their location, receive checks



Frequently large crowds appear at Highway Department public hearings to learn of highway plans and express their opinions. This hearing concerning the construction of a new Cape Fear River bridge at Wilmington attracted hundreds of citizens and was carried by live television and radio to a large southeastern North Carolina audience.

**A
HIGHWAY
COMING
MY WAY ?**

R. C. State Highway Commission

NORTH-CAROLINA
OFFICIAL HIGHWAY MAP
1960

**Variety
Vacationland**
THE PERFECT VACATION
FOR THE YEAR 1960

**NORTH CAROLINA
HIGHWAYS**

an analysis of long
range highway needs

N. C. State Highway Commission

**NORTH
CAROLINA**
HIGHWAY MAP
1960

PREPARED BY
NORTH CAROLINA
STATE HIGHWAY COMMISSION
Raleigh

For Free Distribution

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Secondary Roads

An Exploration of
MAINTENANCE
IMPROVEMENT

N. C. State Highway Commission

ROADWAYS

MARCH - APRIL, 1960

POPULATION OF NORTH CAROLINA
PROJECTIONS BY COUNTY TO 1980

**NORTH CAROLINA'S
INTERSTATE HIGHWAY SYSTEM**

DESIGNED FOR
• AMPLIFICATION
• ECONOMY

N. C. STATE HIGHWAY COMMISSION

on the same day (every other Friday). A special pay period adjustment check was issued to assist employees in making necessary financial arrangements during the transition period from once a month to twice a month checks. Establishment of the bi-weekly payroll plan also eliminated the haphazard method of filing pay vouchers in advance of actual work. The new plan allows "after the fact" preparation of pay vouchers, eliminating both the need of guess work and hundreds of subsequent pay voucher corrections.

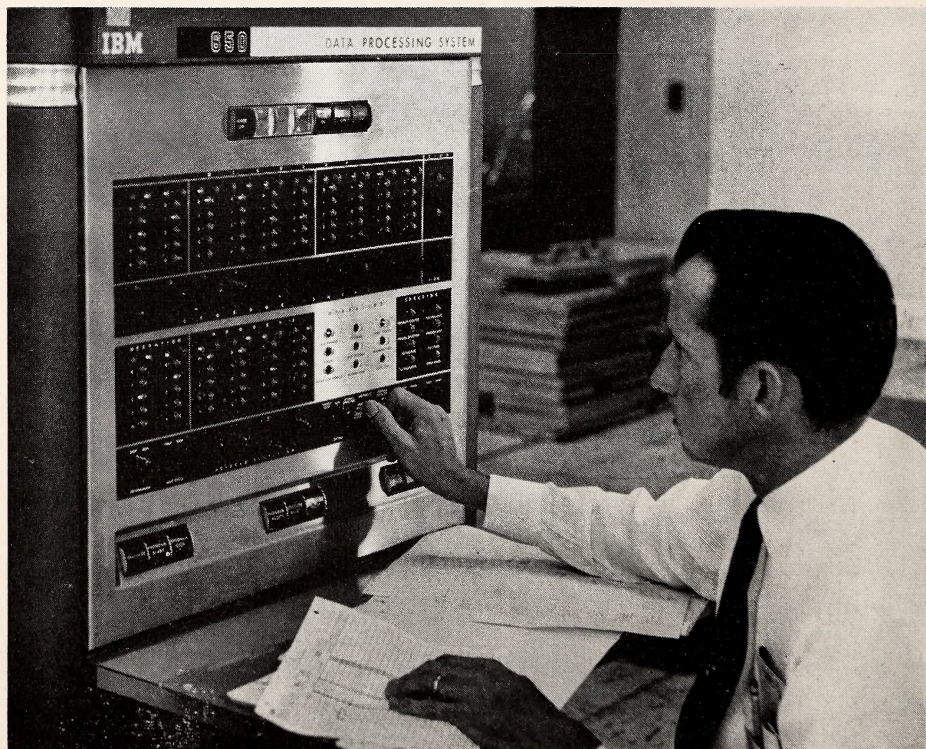
The State Highway Department worked closely with the State Personnel Department in establishing a new increment pay plan for employees, which resulted in unfreezing some 1800 to 2,000 employees and providing higher increment values and increased maximum salaries. The Personnel Department has also been enlarged, in an effort to provide greater service and advice to the more than 8,000 State Highway employees on problems of classification, compensation, retirement, etc.

Over the past three years, the State Highway Commission has initiated and enlarged a cooperative highway research program, aimed at specialized studies into fields of highway maintenance and construction, effects of weather on pavement and base course designs, traffic generation, etc. Test roads have been set up in western counties to study frost damage effects on various types of road construction, with a view towards designing new base and pavement specifications more resistant to ravages of winter. More than a dozen different research projects have been established and reports of results published.

While the Highway Commission's public relations effort is, in reality, a responsibility of every employee who comes in contact with private citizens, many steps have been taken to increase the flow of information and opinions into and out of the Highway Department. The seven-member State Highway Commission has conducted more than three dozen area-wide public hearings in all parts of the State to gather individual and official requests for road improvements. Indeed, practically every project approved by the State Highway Commission in the past three-year period has been the subject of considerable public comment at these area-wide hearings. Prior to 1959, the Highway Commission was required by law to meet in Raleigh at least every 60 days. The Commission sponsored successful legislation in the 1959 General Assembly eliminating this require-

ment and enabling the Commission to extend its tour of public hearings in connection with its regular monthly business meetings.

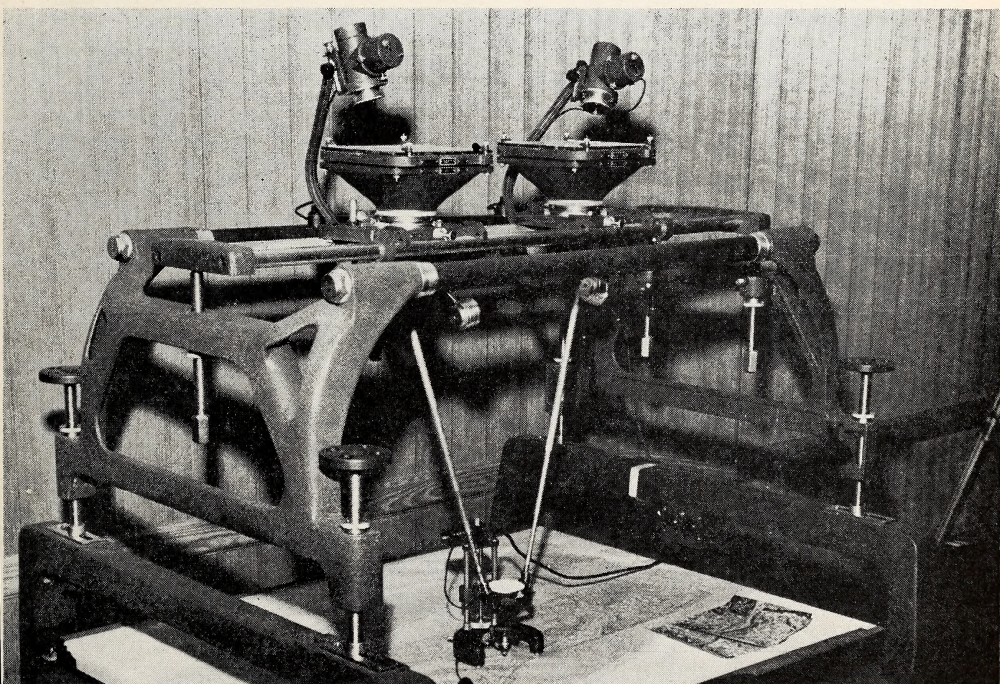
Also initiated was a series of regular monthly public hearings conducted by each of the 14 Division Highway Engineers. These hearings are well publicized in advance and give citizens an opportunity to discuss with local highway officials such problems as routine Secondary Road maintenance, paving priorities, stabilization requests, drainage difficulties, etc. Careful records are kept of such requests and, where possible, are handled at the local level. Transcripts of the hearings are forwarded to appropriate Highway Department officials in Raleigh when requests require attention of State officials or the Highway Commission itself.



Amid flashing lights and quick-moving punch cards, the electronic computer handles complex engineering calculations, payroll data and financial information. While such computations might take many hours or even days, the electronic computer gets accurate results in a few seconds or minutes.

Project public hearings have been held on every major, individual highway project. Representatives of the Public Relations Department and Design Department have carried preliminary plans for the various projects before the public to get reaction to planned construction in ample time to incorporate many of the suggestions into the final design of the project. At such public hearings, citizens are given the opportunity to learn the effect of highway construction on their own individual property, as well as the effect on their travel habits. Citizens are also informed of planned improvements through letters mailed to individual property owners affected, and through posting of courthouse maps, publication of informational articles in local papers and other news media.

In addition to the large flow of news releases emanating from the Public Relations Department, answers are supplied annually to hundreds of inquiries from private citizens, as well as members of the press throughout the State. Booklets for general distribution have been published, explaining policies of the Com-

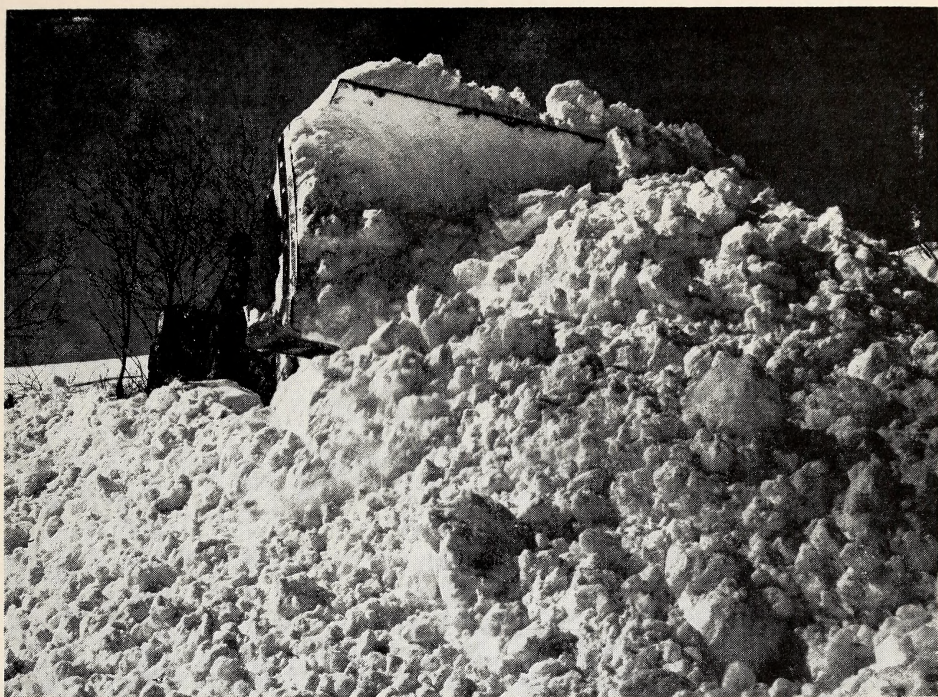


One of four Kelsh plotters used in preparation of contour maps in the new Photogrammetry Department. With this equipment, it is possible to measure with extreme accuracy, the above-sea-level altitude of any point photographed.

mission in regard to Secondary Roads, Interstate Highways, long-range planning, and right of way acquisition. Another important public contact is through annual publication of the full-color State Highway Map, which is distributed throughout this Nation and abroad, and has proved to be an effective aid in the development of the tourist industry. In 1960, 300,000 copies of the color map were prepared and distributed free of charge. The Department also publishes a monthly detour bulletin for distribution to more than 1100 business concerns and individuals to inform motorists of detours on major routes because of construction work.

In the area of better fiscal management, new cost accounting procedures have been established whereby each Department is given monthly statements showing total budget approved by objective code, expenditures during the month and the amount unspent. The entire payroll for more than 8,000 employees has been mechanized with deductions for income taxes, retirement, insurance, etc., automatically computed. Installation of computer equipment has saved an estimated \$50,000 per year in this function alone and has freed engineering and other personnel from time-consuming payroll calculations throughout the field operation. A complete in-line Data Processing installation has been initiated for the flow of information into and from the financial section, enabling Highway officials to keep fiscal and budgeting information constantly and quickly available. The historical records established through such accounting procedures is invaluable in the preparation of more realistic annual budgeting throughout the many facets of the highway operation.

The most modern aerial survey equipment available has been purchased and installed in the Highway Department within the past two years. Establishment of the Aerial Photography and Photogrammetry Sections has given the Department far greater flexibility in both location and design of its road facilities. Prior to 1958, the Highway Department had spent as much as \$280,000 a year on contract photogrammetry with out-of-State firms; creating its own Department has not only brought about wider use of this most efficient and modern survey technique, but has also kept expenditures for this purpose within the State. Since establishment of the Photogrammetry Department, aerial survey work has been completed on almost 100 individual project improvements and the scope of this survey function has been expanded constantly.



The ravages of winter are especially hard on roads and highways in western North Carolina areas. The early 1960 record snowfall in northwestern counties left roads buried under huge drifts. Front-end loaders were called into action when snowplows and scrapers became ineffective in clearing operations. Personnel worked hundreds of hours around the clock to open vital highways.

From aerial photographs, specially trained personnel prepare contour maps covering wide corridors, and the work is far more precise than would be possible with traditional field survey procedures. With such contour mapping available, several possible locations may be projected and information fed to the electronic computer for quick and automatic calculation. With the help of the computer, printed sheets showing earthwork computations, slope stake information and other data are readily available in condensed form. Since such computations occupy only a matter of minutes rather than hours or days, design and location engineers may again try several different locations or designs and select one which provides the best balance between right of way, construction costs and traffic services. Here again, the computer has saved thousands of dollars by freeing trained engineers from tedious and long hours of repetitious computation and enabled them to devote their attention to more creative and productive engineering and design work.

To establish better working relationships between the State Highway Department and the private contracting industry, a joint committee has been formed to analyze and recommend possible improvements in highway design specifications, plan content, working procedures, application of testing laws and coordination of all related Highway Commission-contractor activities.

The Highway Commission has established annual Highway Conferences and workshops for its own employees and contractors, materials and equipment suppliers. The general theme of the first Highway Conference (1959) covered maintenance and construction activities, the second dealt with the preconstruction and planning function, while the third annual conference will emphasize pointers leading to better Highway Department-contractor relationships, especially, in the field of complex engineering specifications as related to practical construction problems.

Noteworthy among the many other improvements and accomplishments of the Highway Department, is the establishment of a central services section for reproduction of a large percentage of printed material, inter-office memoranda, publications for general distribution, etc. Installation of Xerox equipment has resulted in economical reproduction of bulky engineering plans submitted to bidding contractors, as well as construction personnel of the Highway Department. This photographic equipment has virtually eliminated costly blueprinting of plans and has brought about annual savings of \$50,000 or more.

During the past two years, the State-wide network of two-way radio installations has been completed, providing almost instantaneous communications to and from any point in the State. Not only is this equipment invaluable in time and dollar savings, but it is extremely useful in marshalling highway crews to disaster areas in the event of hurricanes, snow storms and other emergencies.

One of the most perplexing and expensive problems facing the State Highway Commission is the purchase of land and other holdings for highway purposes. Annual rights-of-way costs have risen from approximately \$80,000 in 1929 to over \$12,500,000 in 1959, an increase of 15,000 per cent.

Among the contributing factors in this alarming rise are:

- (1) **Natural increase in land values, particularly in urban areas and, especially, in the post World War II period.**
- (2) **Increased property damage resulting from wider rights of way and greater use of limited and controlled access designs.**
- (3) **The natural effort to rush highway construction projects to contract as quickly as possible as a means of providing badly needed service to the public.**

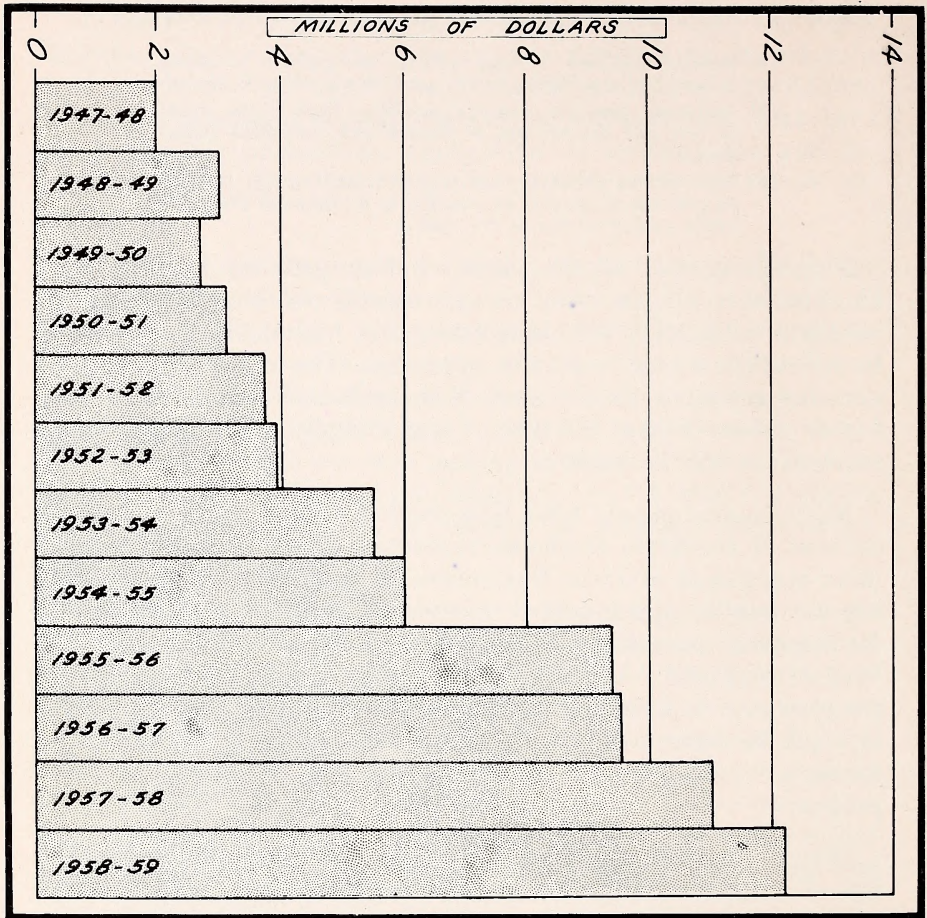
The seriousness of the right of way problem is naturally heightened by the fact that many property owners place a value on their holdings which is considerably higher than what can be substantiated by impartial appraisal. There has also been a growing tendency on the part of some individuals to insist on a jury determination of right of way damages, in the hope that settlements will be higher.

Many improvements have been made in the right of way procedures of the State Highway Commission within recent years. Most significant of these improvements is a 1957 policy calling for competent, unprejudiced appraisals on all parcels required for highway purposes. Under this system, a detailed study of "before and after" values is made; sales of similar holdings in the area over a period of several years are studied. Every effort is made to determine, within the closest possible estimate, the damage, if any, from the construction of a proposed highway project.

Where available, "outside" appraisers are used, but the shortage of such qualified appraisers in some areas of North Carolina has caused the Highway Commission to employ several additional appraisers on its own staff and to institute an intensive training program for new appraisers.

In this sensitive area of highway work, the Commission has also added to its staff three area appraisers and a State appraiser, who review and analyze each appraisal made on every highway project.

These policies reflect a basic concept of the Highway Commission, that the day of "horse trading" for rights of way with public funds has ended. It is felt that a property owner should never be offered less than a fair damage simply to leave room for negotiation, nor should the property owner be allowed an excessive profit on his holdings at public expense.



Expenditures for right of way have increased steadily over the years. Expenditures in 1929 were \$80,000, but by 1959, had risen to slightly over \$12,000,000 annually.

The appraisal system, functioning in the hands of trained and competent personnel, seems the fairest approach to protection of individual property rights and public funds.

Historically, a serious problem in human relations has grown out of property-owner misunderstanding or lack of knowledge of highway plans which might affect them. Now, through public hearings, informational brochures made available to property owners, letters to the individual property owners and personal contact, individuals are notified far in advance of contract lettings whether and to what extent a highway project would affect them.

No longer does a right of way engineer estimate damage, and, at the same time, attempt to negotiate a settlement. Once an appraisal has been made under the new procedure, a right of way negotiator makes at least two and sometimes several calls on each property owner in an effort to negotiate a settlement, and under a new law passed by the 1959 General Assembly, the State Highway Commission must either have the necessary right of way in hand, a right to enter permit from the property owner, or must officially enter into condemnation proceedings prior to to highway lettings. This new law, while substantially increasing the amount of work of the Right of Way and Legal Departments, is another step in the direction of giving property owners fairer treatment.

Condemnation of private property for public highway uses should remain as a last resort measure only. Such suits are filed only after every other effort to negotiate has been exhausted.

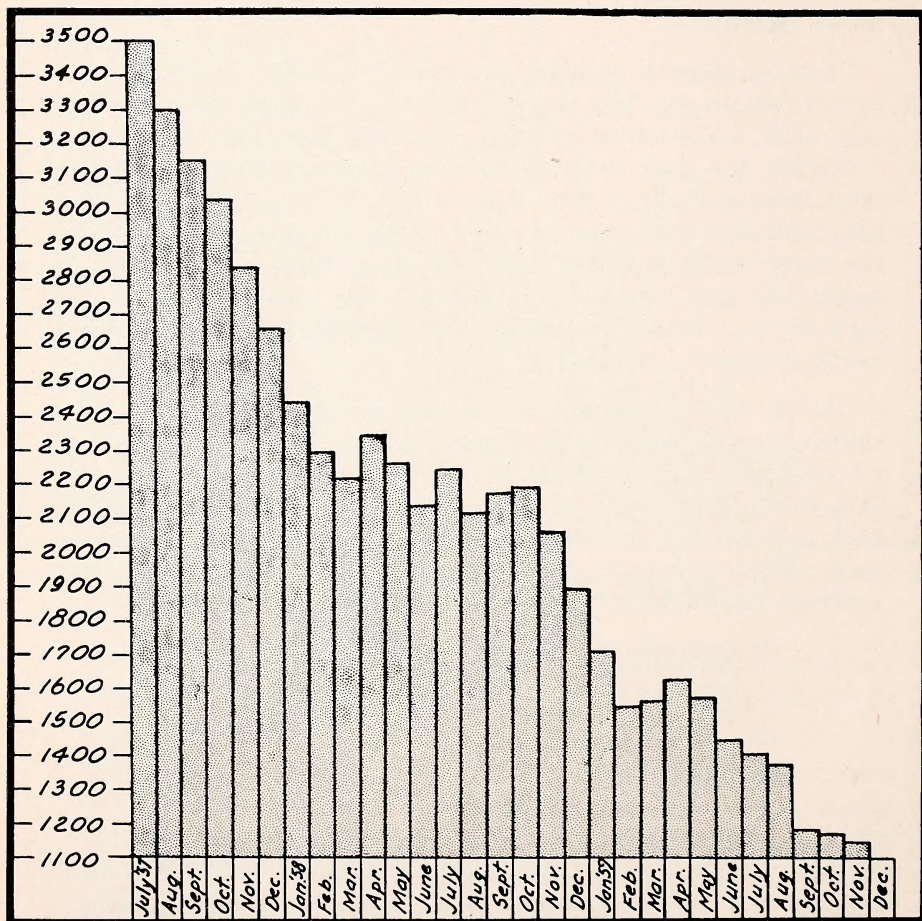
During the past three years, the Highway Department has established a Right of Way Review Board, composed of top level administrative personnel, including the Director of Highways, the Chief Engineer, the Chief Right of Way Engineer, State Appraiser and others. This board meets regularly to review right of way claims to determine if negotiation is possible or if condemnation is required.

During recent months, the increasing volume of right of way claims brought about by new construction projects, coupled with a large backlog of unsettled claims, has necessitated an increase in Right of Way personnel complements, not only in the appraisal field, but in the negotiating and central office administrative staff. This increased attention being given the right of way problem has resulted in:

- (1) Elimination of a considerable backlog of unsettled right of way claims. In 1958, 3500 unsettled claims were on file. This has now been reduced to less than 1,000, which is considered a normal condition.
- (2) A larger percentage of right of way cases is being settled by negotiation short of court settlement.
- (3) Property owners have a better idea of Highway Commission proposals affecting their holdings.
- (4) Longer period of time is allowed for negotiation, and the property owner has more time (a minimum of 90 days) if he is required to vacate occupied dwellings.
- (5) Competent appraisals are being secured, and negotiations proceed on a business-like basis.
- (6) More careful scrutiny is given by Highway officials of actual offers made.

So long as many property owners are reluctant to release their holdings for highway purposes, and so long as some property owners refuse settlement in the hope that offers will be increased, even though court action is necessary—the right of way problem will remain difficult and perplexing.

Of equal significance, is the responsibility of the State Highway Commission to keep its rights of way policies under constant review for possible improvements in technique and procedure, and to provide the public with all possible information about future highway plans which might affect the ownership of private or public property.



In 1957, the Highway Commission had a backlog of 3,500 unsettled right of way claims. By putting special emphasis on settling these claims, the backlog was reduced to just over 1,000. This is considered a normal work load for the Right of Way Department as new projects are let to contract each month.

**MAJOR HIGHWAY IMPROVEMENT PROJECTS APPROVED BY THE HIGHWAY COMMISSION AND
NOW UNDER PLANNING, LOCATION OR DESIGN FOR FUTURE CONTRACT LETTINGS**
(EXCLUSIVE OF RESURFACING AND MINOR RE-ALIGNMENT PROJECTS)

ROUTE	COUNTY	MILEAGE	DESCRIPTION
US 17-17-A I-95	Pasquotank	5.5	Improvements, Elizabeth City Paving, US 158-Virginia line
US 13	Halifax-Northampton	8.8	Improvements, Ahoskie-Winton
US 70-NC 24	Hertford	2.6	4 laning to Morehead City
US 70	Carteret	2.0	Morehead-Beaufort Bridge
NC 11	Lenoir	6.8	Improvements, Kinston-Grainger
US 421-NC 132	New Hanover	4.0	4 laning, Inland Waterway to NC 132
US 421	New Hanover	1.1	Inland Waterway Bridge
US 421-NC 132	New Hanover	5.0	Improvements, Shipyard Road
	Wilson	1.95	Extension of Ward Boulevard, Wilson
	Dare		Oregon Inlet Bridge
	New Hanover		Wilmington Bridge
US 301	Nash		Improvements, Rocky Mount Bypass
NC 58	Nash		Nashville connector
US 158	Halifax		4 laning Weldon-Roanoke Rapids
NC 48	Halifax	2.7	Improvements, Roanoke Rapids
US 64	Nash	11.6	Paving, Nashville-Rocky Mount
US 70	Wayne	4.9	Additional lane, Goldsboro West
US 1	Wake-Chatham	10.0	Improvements, Apex-Merry Oaks
US 64	Wake	2.7	Connection to US 1 at Apex
US 70	Wake	3.4	From US 401 to Garner, Improvements
US 64	Wake	15.5	Raleigh-Wendell, Improvements
US 1	Wake	6.5	Raleigh Beltline, US 70 to US 1 North

ROUTE	COUNTY	MILEAGE	DESCRIPTION
US 1	Wake	4.2	Raleigh Beltline, Paving from Western Boulevard to US 70
	Warren	3.0	Gaston Lake Bridge Crossing-Roanoke River
US 401	Cumberland	3.5	Improvements, Fayetteville-North
US 74	Robeson	8.5	Lumberton Bypass
I-95	Robeson	5.5	Lumberton Bypass
I-95	Robeson	9.9	Paving, NC 20-Lumberton Bypass
NC 54	Orange	2.2	4 laning Chapel Hill East
I-85	Orange-Alamance	11.5	Paving between NC 54 and Efland
I-85	Guilford-Alamance	10.7	Paving between NC 61 and NC 54
US 220	Rockingham	7.0	Improvements, Stoneville-Price
US 29-70	Guilford	18.3	Improvements, Greensboro-Davidson County line
NC 6	Guilford	1.6	Additional lane, East Lee Street, Greensboro
	Guilford		Improvements, Aycock Street, Greensboro
US 29	Guilford	11.2	Improvements, Greensboro-Rockingham County line
US 311	Guilford	1.4	Improvements, S. Main Street, High Point
US 311	Guilford-Forsyth	5.0	Improvements, High Point North to NC 66
US 70-A	Guilford	2.0	Improvements, Wendover Ave., Greensboro (East Section)
US 70-A	Guilford		Improvements, Wendover Ave., Greensboro (West Section)
US 29	Rockingham		Improvements, Rockingham County to Ruffin
US 74	Scotland	6.5	Laurinburg Bypass
US 220	Randolph	7.7	Asheboro Bypass
US 52	Forsyth	0.88	Paving, Diggs Boulevard to Third Street
US 52	Forsyth	11.3	Improvements, Stokes County line to Winston-Salem
I-40	Forsyth	7.5	Additional lane, Kernersville-Winston-Salem
US 52	Surry-Stokes	13.4	Paving, Pilot Mountain-Forsyth County line
I-85	Davidson	16.8	Completion from Davidson County line-Lexington

US 70	Rowan	2.0	Improvements, Salisbury West
NC 73	Cabarrus		Improvements, Concord area
US 21			Improvements, Charlotte-S. C. State line (Rural Section)
US 21 South	Mecklenburg		Improvements, Charlotte (Urban Section)
I-85	Cabarrus-Mecklenburg		Improvements, Charlotte-Mecklenburg County line
I-85	Cabarrus-Mecklenburg	10.0	Improvements, Mecklenburg County line to NC 73
US 70	Catawba-Burke	12.0	Improvements, Hildebran-Conover
US 29-74	Mecklenburg-Gaston	4.0	Improvements, Charlotte to Doud Road
I-85	Cabarrus-Mecklenburg		Improvements, NC 73 to NC 152 at China Grove
US 421	Yadkin	8.3	Paving, From Yadkin River to Yadkinville
US 21	Surry-Yadkin	10.0	Elkin Bypass
US 421	Wilkes	10.0	Wilkesboro Bypass
US 421-NC 16	Wilkes	10.0	Improvements, NC 16 west of Wilkesboro, East
NC 268	Surry	8.0	Improvements, Elkin East
US 321	Catawba-Caldwell	3.7	Improvements, Hickory North
I-77	Iredell	5.0	Statesville Bypass
I-77	Iredell	13.0	Statesville Bypass-Mooresville
NC 73	Lincoln-Mecklenburg		Relocation (Cowan's Ford)
NC 150	Catawba		Relocation NC 150, Mooresville-Lincolnton
I-85	Moore-Chatham	6.8	Improvements, Secondary Road, Carthage-Goldston
	Gaston	5.20	Gastonia Bypass
US 74	Cleveland	4.0	Kings Mountain Bypass
US 74	Cleveland	4.0	Improvements, From Shelby West
US 74	Rutherford-Cleveland		Improvements, Washburn Switch Road-Rutherfordton
NC 212	Madison	7.0	Improvements, White Rock-Tennessee line
NC 63	Madison	10.0	Improvements, Trust-Canto

ROUTE	COUNTY	MILEAGE	DESCRIPTION
US 23	Madison	11.0	Climbing lanes, Mars Hill-Tennessee line
US 23	Buncombe-Madison	10.0	Improvements, Weaverville-Marshall
I-40	Buncombe		From US 19 West of Asheville to I-26
US 23	Buncombe	7.6	Improvements, Asheville-Weaverville
US 19-E	Yancey	6.2	Improvements, Micaville-Burnsville
NC 26	Mitchell	9.0	Improvements, Spruce Pine-Bakersville
US 221	McDowell	12.8	Improvements, Linville South
I-26	Henderson	20.0	Improvements, Asheville-Hendersonville
US 25	Henderson	3.9	Improvements, Zirconia to I-26
US 64	Cherokee	1.1	Hiwassee River Bridge
NC 28	Graham-Swain	8.3	Improvements from Nantahala River to Wolf Creek
I-40	Haywood		Connection between I-40, US 19 & 23 west of Clyde
I-40	Haywood-Buncombe	5.4	Canton Bypass
	Haywood	0.8	Bridge over Pigeon River in Canton
I-40	Haywood	6.9	Improvements, Cold Springs Creek-Tennessee line
I-40	Haywood	5.22	Improvements, Waterville Dam to Cold Spring Creek
I-40	Haywood	6.1	Improvements, Cove Creek-Fine's Creek area
I-40	Haywood	6.4	Improvements, Cove Creek to Clyde
US 19-A & 23	Haywood	8.5	Waynesville Bypass
US 19 & 23	Haywood	2.5	Improvements, near Clyde to Lake Junaluska
US 19 & 23	Haywood	2.0	Control of access between Waynesville Bypass and I-40
US 64	Macon	9.0	Improvements, Franklin southeast to Gneiss
	Haywood	0.3	Southern Railroad Bridge in Canton

US 70	Craven	Bypass of New Bern, from a junction with NC 55 crossing the Trent River to a junction with US 70 near Grantham (Southern Bypass).
US 17 & 64	Martin	Widening to a four-lane divided facility on the Williamston Bypass.
US 17	Beaufort	Widening to a four-lane facility from Chocowinity through or bypassing Washington, including a new bridge.
US 1	Chatham-Lee	Construction of a new facility from the south end of the Moncure Bypass to the north end of the US 1 Sanford Bypass.
US 220	Randolph	Northern extension of the Asheboro Bypass from NC 49-A north to US 311 and US 220.
US 421	New Hanover	Construction of a four-lane divided facility northerly from the Inland Waterway Bridge at Carolina Beach to the widened sections in Wilmington.
Wilmington	New Hanover	Extension of 16th and 17th Streets, southerly to Shipyard Road.
US 17-A	Pasquotank	Right of way acquisition for improvements to Ehringhaus Street in Elizabeth City.
US 19-23	Haywood	Improvement of approximately $\frac{1}{2}$ mile in Canton.
Newton	Catawba	Construction of a railroad underpass for 20th Street.
Mt. Airy	Surry	Extension of Renfro Street.
NC 14 & NC 700	Rockingham	Construction of a bypass around Leaksville and Spray to an intersection with NC 87.
NC 16	Wilkes	Construction of a new facility in Wilkes County from Wilkesboro southerly to a junction with the improved NC 16 in Alexander County.
US 21	Alleghany	Widening and improvement for three miles from Sparta northward.
US 64	Transylvania	Relocation from Quebec to Toxoway.
NC 98	Durham	Relocation from Durham to Oak Grove.
US 70-A	Alamance	Widening and improvement of Church Street in Burlington, easterly for a distance of two miles.

ROUTE	COUNTY	MILEAGE	DESCRIPTION
US 52	Forsyth		Completion of the north section of the North-South Expressway in Winston-Salem, northerly to the north city limits, to a junction with the US 52 project now under construction.
US 321	Caldwell		Widening or relocation on the Lenoir Bypass and northward for approximately 6 miles.
US 311	Forsyth		Relocation or widening to a four-lane divided facility on US 311 northerly from NC 66 to Winston-Salem.
US 29	Rockingham		Widening to a four-lane divided facility or relocation of US 29 from the Rockingham County line to Ruffin.
NC 27	Mecklenburg		Reconstruction from Mt. Holly into the city of Charlotte, including the first stage construction of the North-West Expressway in Charlotte.
NC 191	Buncombe		Spur connector from the junction of I-26 and I-40, southwest of Asheville, northerly to the Smoky Mountain Bridge, thence northerly to a junction with US 23 at New Bridge, north of Asheville.
US 25	Henderson		Construction of a bypass southeast and east of Hendersonville from Zirconia northerly to a junction with I-26.
US 70-A	Durham		Construction of the first stage of the Durham Expressway in Durham, from the vicinity of Chapel Hill Street, to the vicinity of Alston Avenue.
US 64	Burke		Widening to four lanes from the Burke County line near Hildebran, westerly to the spur connector for I-40.

APPENDIX "A"

NORTH CAROLINA STATE HIGHWAY COMMISSION
Raleigh, North Carolina

INDEX

COMMENTS:

EXHIBIT:

- "A" Balance Sheet—Current Fund
- "B" Balance Sheet—Debt Service & Equipment Funds
- "C" Source & Disposition of Current & Debt Service Funds
- "D" Statement of Revenue
- "E" Statement of Appropriations, Apportionments, Participations, Allotments and Expenditures
- "F" Statement of Bonded Indebtedness and Debt Service Requirements

**DEPARTMENT OF STATE AUDITOR
BUREAU OF INSTITUTIONAL AND DEPARTMENTAL AUDITING
Raleigh, North Carolina**

THE ADVISORY BUDGET COMMISSION
Raleigh, North Carolina

Gentlemen:

We have made an examination of the financial accounts and records of the

NORTH CAROLINA STATE HIGHWAY COMMISSION

Raleigh, North Carolina

for the fiscal year ended June 30, 1959, and submit herewith our report.

The State Highway Commission is responsible for the maintenance, construction, repair, improvement, control and operation of the State's Primary Highways and Secondary Roads, both in rural areas and in cities and towns.

Financial transactions of the State Highway Commission are classified and recorded in one of three funds:

- (1) Current Fund
- (2) Debt Service Fund
- (3) Equipment Fund

The Current Fund balance sheet is Exhibit "A" in this report. A comparison of balance sheet entries at June 30, 1958 and June 30, 1959, reveals an increase of approximately \$9,000,000.00 in "cash" and a reduction of approximately \$17,000,000.00 in Federal Aid due and/or allocated. A comparison of encumbrance allotments and reserves and surpluses reveals a reduction of approximately \$8,000,000.00 between June 30, 1958 and June 30, 1959. The receivable of \$16,538.73 which was due from the Motor Vehicle Department represents revenue collections for the month of June 1959 by the Motor Vehicle Department which had not been deposited with the State Treasurer. The \$2,440.00 due from property owners is due from the Atlantic Coast Line Railway for participation in construction. The \$124,876.24 due from Cities and Towns represents balances due from municipalities from participation in construction projects. "Other Receivables" in the amount of \$11,376.00 represents the amount due from the N. Ryan Company and Westbury Paving Company for the rental of State Highway Commission equipment. The Liability in the amount of \$1,582,024.69 due to the Equipment Fund represents an increase in the Funded Reserve Balance for equipment of \$1,166,433.08 between June 30, 1958 and June 30, 1959. The June 30, 1959, Balance Sheet, shows an unappropriated surplus of \$1,674,180.91.

State Highway Commission expenditures for non-highway functions were as follows:

	Gross Expenditures	Departmental Receipts	Net Expenditures
Department of Motor Vehicles.....	\$ 10,099,867.41	\$ 2,127,173.24	\$ 7,972,694.17
Prison Department.....	12,060,036.83	9,964,471.11	2,095,565.72
Probation Commission.....	416,463.10	48,862.54	367,600.56
Board of Paroles.....	307,117.39	30,783.16	276,334.23
Utilities Commission.....	133,325.09	-0-	133,325.09
State Aid to Municipalities.....	6,477,457.37	-0-	6,477,457.37
TOTALS.....	<u>\$ 29,494,267.19</u>	<u>\$ 12,171,290.05</u>	<u>\$ 17,322,977.14</u>

The net expenditures for non-highway functions were \$489,798.77, less in the 1958-59 fiscal year than in the 1957-58 fiscal year. Included in the departmental receipts for the Prison Department are receipts totaling \$8,641,276.32 from the State Highway Commission for prison labor, \$1,219,611.32 of which was for 967 prisoners not used by the Highway Commission but who were paid for by the Highway Commission and charged against their maintenance funds. During the fiscal year under audit the State Highway Commission guaranteed payment for 7,000 prisoners a day, but used an average of only 5,890 prisoners for a total productive cost of \$7,421,665.00. Other state agencies used 143 prisoners per day for which the Highway Commission was given credit.

Current Fund Revenue in the amount of \$150,140,013.83 was derived from the following sources:

	1958-59	1957-58
Motor Vehicle Revenue.....	\$ 114,312,900.75	\$ 108,484,944.92
PARTICIPATION REVENUE:		
Federal Aid.....	\$ 35,326,417.26	153,350,627.72
Property Owners.....	371,507.22	
Cities and Towns.....	129,188.60	
TOTAL PARTICIPATION REVENUE.....	\$ 35,827,113.08	\$ 153,350,627.72
Other State Revenue.....	-0-	1,427.99
TOTAL CURRENT FUND REVENUE.....	<u>\$ 150,140,013.83</u>	<u>\$ 261,837,000.63</u>

Current Fund Expenditures in the amount of \$158,925,082.61 have been classified as follows;

	1958-59	1957-58	1956-57
HIGHWAY COMMISSION:			
General Administration	\$ 1,049,180.63	\$ 887,054.03	\$ 551,347.06
Engineering Administration	3,686,946.36	3,524,651.25	3,478,236.03
Merit Salary Increases	-0-	-0-	859,106.00
Contribution to Law Enforce. Officers Benefit & Retirement Fund	-0-	-0-	33,507.80*
Employers Contribution to Retirement System	1,753,305.05	\$ 2,020,392.41	\$ 1,772,128.15
TOTAL HIGHWAY COMMISSION	\$ 6,489,432.04	\$ 6,432,097.69	\$ 6,627,309.44
STATE AID TO MUNICIPALITIES	\$ 6,477,457.37	\$ 6,477,032.18	\$ 6,224,237.99
MAINTENANCE:			
Primary	\$ 10,881,430.97	\$ 11,739,155.29	\$ 9,386,641.63
Secondary	25,080,691.47	25,715,408.47	22,470,351.23
Cities & Towns	2,533,270.09	2,387,455.23	2,500,000.00
TOTAL MAINTENANCE	\$ 38,495,392.53	\$ 39,842,018.99	\$ 34,356,992.86
BETTERMENTS	\$ 13,611,108.90	\$ 11,863,508.24	\$ 18,021,347.00
RETREATMENTS	\$ 5,983,807.42	\$ 7,378,280.01	\$ 8,231,227.10
SCENIC HIGHWAYS	\$ 89,995.14	\$ 91,904.17	\$ -0-
CONSTRUCTION & EQUIP.-PRISON CAMPS	\$ -0-	\$ -0-	\$ 2,197,490.70
FEDERAL AID CONSTRUCTION	\$ 76,932,369.44	\$ 75,082,753.19	\$ 74,750,637.67
NON-HIGHWAY DEPARTMENTS	\$ 10,845,519.77	\$ 11,335,318.54	\$ 7,272,604.48
TOTAL CURRENT FUND EXPEND.	\$ 158,925,082.61	\$ 158,502,913.01	\$ 157,681,847.24

The Reserve for Federal Aid apportionments at June 30, 1958, was \$109,069,671.41. The revenue collected from the Federal Government for Federal Aid participation projects in 1958-59, including adjustments, was \$35,326,417.26 and allotments for project agreements totaled \$44,231,630.11. Federal Aid Reserved for project agreements at June 30, 1959 was \$100,164,458.56. At June 30, 1959, the U. S. Bureau of Public Roads had under agreement with the State Highway Commission \$59,288,107.47 on participating projects for which contracts had been let.

DEBT SERVICE FUND

Chapter 1250, Session Laws of 1949, authorized the issuance of secondary road bonds in the amount of \$200,000,000.00. Bonds are to be retired and interest paid from a 1¢ per gallon tax on gasoline. Exhibit "F" reports the financial transactions for the Debt Service Fund for the 1958-59 fiscal year, which are summarized as follows:

Cash on Hand July 1, 1958	\$ 7,364,665.66
Collections During 1958-59	14,203,998.28
Total Available	\$ 21,568,663.94
Total Expenditures	12,238,000.00
Cash on Hand June 30, 1959	\$ 9,330,663.94

Bonds outstanding at June 30, 1959 totaled \$123,700,000.00.

EQUIPMENT FUND

Operations within the Equipment Fund are presented on Exhibit "B." The investment in the equipment fund at June 30, 1959 was estimated at \$18,632,274.34. An analysis of the Funded Reserve for the Equipment Fund at June 30, 1959, is presented below:

Funded Reserve for the Equipment Fund on		
July 1, 1958	\$	415,591.61
ADDITIONAL FUNDS PROVIDED DURING THE YEAR:		
From Depreciation	\$	4,317,269.90
From Sales (At Book Value)		373,530.04
From Operating Gain		934,317.00
TOTAL ADDITIONAL FUNDS PROVIDED	\$	5,625,116.94
TOTAL FUNDS AVAILABLE DURING THE YEAR	\$	6,040,708.55
Funds applied to the purchase of equipment		4,458,683.86
FUNDED RESERVE BALANCE ON JUNE 30, 1959	\$	1,582,024.69

The Equipment Fund was established within the Highway Commission on July 1, 1957. The operation of the Equipment Department is financed from this fund. The equipment function involves the purchase, storage, issuance, repair and maintenance of equipment for highway operations. It is also responsible for the purchase, storage and issuance of fuel and accessories used in the operation of this rental equipment. Income is provided in this fund through a rental charge to the using department. Rental rates include factors for depreciation, obsolescence and the operating expenses of the equipment department. The fund is charged for departmental operating expenses of the Equipment Department and the purchase of new equipment. It is credited with rental income from the using departments and with receipts from the sale of rental equipment.

In April 1959 the State Highway Commission remitted to the Department of Motor Vehicles \$17,387.05 which represented a refund of revenue collections. The Highway Commission recorded these refunds as expenditures against the Department of Motor Vehicles. This audit report reflects the adjustment which was made in charging the \$17,387.05 as revenue refunds instead of expenditures. The annual report of the State Highway Commission's controller for the fiscal year ended June 30, 1959 and this report of the State Auditor will be out of agreement in the amount of \$17,387.05 in Revenue and Expenditure Exhibits.

GENERAL COMMENTS

Generally accepted auditing standards were followed. Those test checks deemed necessary were made. Discussions were held with management in connection with voucher examinations, inventories, adjustments and procedures. The assistance rendered by members of the Highway Commission Accounting Department is gratefully acknowledged.

Approved:
M. L. WIDENHOUSE, C.P.A.
J. E. PEARCE
October 27, 1960

Respectfully submitted,
HENRY L. BRIDGES, *State Auditor*
Prepared by J. A. WEATHERS, JR.

CURRENT FUND
BALANCE SHEET JUNE 30, 1959
EXHIBIT "A"

Assets		Liabilities, Encumbrances, Reserves and Surplus	
Cash:		Liabilities:	
State Treasurer.....	\$ 45,631,708.43	Accounts payable—From unfilled Purchase Orders, Accrual of Contracts for Personal Service, Accrual Workman's Compensation Claims, and Due from The State Prison Department as Year-end settlement.....	\$ 4,364,079.33
Cash in Banks.....	16,350.00	Due to Equipment Fund (Exhibit "B").....	1,582,024.69
	\$ 45,648,058.43	Employees' insurance Payable.....	36,285.30
		Special Deposits in Lieu of Surety Bonds.....	299,000.00
Accounts Receivable:			\$ 6,281,389.32
Travel Advances to Employees.....	\$ 10,255.50	Encumbrance Allotments:	
State Departments.....	48,704.35	Maintenance.....	\$ 3,134,459.07
Motor Vehicle Bureau—Imprest Fund.....	15,000.00	Betterments.....	8,526,546.67
Due from Department of Motor Vehicles.....	16,538.73	Retirements.....	3,088,171.61
Due from Property Owners.....	2,440.00	Construction.....	52,015,330.27
Due from Cities and Towns.....	124,876.24	Scenic Highways.....	641,707.04
Other Receivables.....	11,376.00	Maintenance in Cities and Towns.....	2,489,382.81
	\$ 229,190.82	State Aid to Municipalities.....	64,774.36
		Capital Improvements and Research Laboratories.....	231,429.77
U. S. Bureau of Public Roads:			\$ 70,191,801.69
Due on Projects Let—(Due from Contractual Agreements with U. S. Bureau of Public Roads).....	\$ 59,288,107.47	Reserves and Surplus:	
Federal Aid Apportionments Available for Contractual Agreements.....	100,164,458.56	Reserve for Appropriations in Excess of estimated revenue:	
		Fiscal Year 1959-1960.....	\$ 3,474,278.00
	\$ 159,452,566.03	Fiscal Year 1960-1961.....	1,704,670.00
		Reserve for Federal Participations carried forward.....	100,164,458.56
Inventories:		Reserve for State Funds to match Participation.....	17,829,055.74
Stores.....	\$ 2,987,787.41	Reserve for State Aid to Municipalities.....	6,769,008.30
Job Orders in progress.....	92,076.74	Reserve for Social Security Coverage of Law Enforcement Officers:	
	\$ 3,079,864.15	Fiscal Year 1959-60.....	521,570.00
		Fiscal Year 1960-61.....	98,267.00
Securities and Deposits held for Others			\$ 130,561,307.60
	\$ 299,000.00		\$ 1,674,180.91
		Unappropriated Surplus.....	
Total Assets.....		Total Liabilities, Encumbrances, Reserves and Surplus.....	\$ 208,708,679.43

FOOTNOTE TO CURRENT FUND BALANCE SHEET: The inventory of stores and the accounts payable are understated by gas and oil in transit at June 30, 1959 in the amount of \$47,655.31. The accounts payable is also understated and the account due to Equipment Fund is overstated at June 30, 1959 in the amount of \$43,164.90 representing gas and oil included in the inventory as of June 30, 1959 but not paid or accrued until 1959-60.

DEBT SERVICE FUND
EXHIBIT "B"
BALANCE SHEET JUNE 30, 1959

ASSETS		FUNDED RESERVE
Cash:		
On deposit with State Treasurer—Reserve for		
Liquidation of Secondary Road Bonds	\$ 9,330,663.94	Funded Reserve for Secondary Road Bond Debt Service.....
		\$ 9,330,663.94

EQUIPMENT FUND
BALANCE SHEET JUNE 30, 1959

ASSETS		INVESTMENT
Due from Current Fund	\$ 1,582,024.69	
Equipment:		Investment in Equipment Fund
Automobiles, Trucks and Other Rental Equipment	\$ 24,029,405.51	
Less:		
Accumulated Depreciation	6,379,655.86	
Net Book Value of Equipment	\$ 17,050,249.65	
Total Assets	\$ 18,632,274.34	Total Investment
		\$ 18,632,274.34

STATEMENT OF SOURCE AND DISPOSITION OF FUNDS
CURRENT AND DEBT SERVICE FUNDS
FOR FISCAL YEAR ENDED JUNE 30, 1959

EXHIBIT "C"

	Current Fund	Debt Service Fund
Source of Funds:		
Reserve Funds Brought Forward:		
Federal Aid Participation	\$109,069,671.41	\$ -0-
State Funds to Match Federal Participation	4,632,136.21	
For Prison Department Capital Improvements	350,000.00	
For State Aid to Municipalities	6,477,435.87	
For General Betterments	3,003,591.52	
For Secondary Road Betterments	281,541.40	
For Retirements	332,552.43	
For General Maintenance	210,827.92	
For Appropriations in Excess of Estimated Revenues 1958-59	5,378,765.00	
For Debt Service		7,364,665.66
Total Reserve Funds Brought Forward	\$129,736,521.76	\$ 7,364,665.66
Unexpended Allotments Brought Forward:		
For General Betterments	\$ 5,454,785.48	\$ -0-
For Secondary Road Betterments	1,319,674.99	
For Retirements	3,051,162.59	
For Construction	68,531,303.13	
For Scenic Highways	531,702.18	
For Maintenance In Cities and Towns	2,522,412.90	
For State Aid to Municipalities	64,795.86	
Total Unexpended Allotment Brought Forward	\$ 81,475,837.13	\$ -0-
Total Reserves and Unexpended Allotments Brought Forward	\$211,212,358.89	\$ 7,364,665.66
Add: State Revenue Collections:		
Current Fund	\$114,312,900.75	\$ -0-
Debt Service Fund	-0-	14,203,998.28
Total State Revenue Collections	\$114,312,900.75	\$ 14,203,998.28
Participation Revenues:		
Federal Aid	\$ 35,326,417.26	\$ -0-
Property Owners	371,507.22	
Cities and Towns	129,188.60	
Total Participating Revenues	\$ 35,827,113.08	\$ -0-
Departmental Receipts:		
Highway Commission	\$ 922,473.46	\$ -0-
Department of Motor Vehicles	2,127,173.24	
Prison Department	9,964,471.11	
Probation Commission	48,862.54	
Board of Paroles	30,783.16	
Total Departmental Receipts	\$ 13,093,763.15	\$ -0-
Total Funds Available	\$374,446,136.23	\$ 21,568,663.94

	Current Fund	Debt Service Fund
Disposition of Funds:		
Expenditures:		
Highway Commission Departmental Operations:		
General Administration	\$ 1,079,265.85	\$ -0-
Engineering Administration	3,708,920.79	
Contribution to Retirement System	1,753,305.05	
Highway Maintenance	36,254,475.99	
Betterments and Retreatments	19,724,691.00	
Highway Construction	77,364,710.45	
Maintenance in Cities and Towns	2,639,209.80	
Total Highway Commission Departments	\$142,524,578.93	\$ -0-
Non-Highway Commission Departments:		
Department of Motor Vehicles	\$ 10,099,867.41	\$ -0-
Prison Department	12,060,036.83	
Probation Commission	416,463.10	
Board of Paroles	307,117.39	
Utilities Commission	133,325.09	
Total Non-Highway Departments	\$ 23,016,809.82	\$ -0-
State Aid to Municipalities	\$ 6,477,457.37	\$ -0-
Debt Service Retirement	\$ -0-	\$ 12,238,000.00
Total Expenditures	\$172,018,846.12	\$ 12,238,000.00
Total Funds Available at June 30, 1959	\$202,427,290.11	\$ 9,330,663.94
Represented By:		
Reserve Funds:		
Federal Participations	\$100,164,458.56	\$ -0-
State Funds to Match Federal Participations	17,829,055.70	
State Aid to Municipalities	6,769,008.30	
For Appropriations in Excess of Estimated Revenues in Fiscal Year 1959-60 and 1960-61	5,178,948.00	
For Social Security Coverage of Law Enforcement Officers in 1959-60 and 1960-61	619,837.00	
For Debt Service		9,330,663.94
Total Reserve Funds	\$130,561,307.60	\$ 9,330,663.94
Unexpended Allotments:		
For Primary Maintenance	\$ 1,110,858.47	\$ -0-
For Secondary Maintenance	2,023,600.60	
For Special Betterments	1,019,486.10	
For General Betterments	7,738,490.34	
For Retreatments	3,088,171.61	
For Construction	52,015,330.27	
For Scenic Highways	641,707.04	
For Maintenance in Cities and Towns	2,489,382.81	
For State Aid to Municipalities	64,774.36	
Total Unexpended Allotments	\$ 70,191,801.60	\$ -0-
Unappropriated Surplus	\$ 1,674,180.91	\$ -0-
Total Funds Available at June 30, 1959	\$202,427,290.11	\$ 9,330,663.94

STATEMENT OF REVENUE
FOR THE FISCAL YEAR ENDED JUNE 30, 1959

EXHIBIT "D"

	Estimated Revenue	Actual Revenue	Refunds	Net Revenue	Over Under* Estimate	Actual Net Last Year	Increase Decrease *
Current Fund:							
Motor Vehicle Revenue:							
Automobile License.....	\$ 12,273,811.10	\$ 12,516,761.67	\$ 13,084.08	\$ 12,503,677.59	\$ 229,866.49	\$ 11,811,145.07	\$ 692,532.52
Truck License.....	11,586,382.30	11,934,519.99	42,654.45	11,891,865.54	305,483.24	11,145,582.55	746,282.99
For-Hire License.....	1,645,536.79	1,761,052.20	28,271.52	1,732,780.68	87,243.89	1,580,650.51	152,130.17
Motorcycle License.....	22,541.60	24,508.84	102.58	24,406.26	1,864.66	20,493.60	3,912.66
Bus and Franchise Taxes.....	4,384,341.16	4,768,278.39	44,449.27	4,723,829.12	339,487.96	4,221,539.83	502,289.29
Gasoline Gallon Tax.....	80,755,281.28	85,223,990.12	3,995,890.52	81,228,099.60	472,818.32	77,729,230.47	3,498,869.13
Gasoline Gallon Tax (Highway Usage).....	552,269.20	658,459.21	—0—	658,459.21	106,190.01	536,984.51	121,474.70
Title Fees.....	439,651.20	455,352.82	3,427.87	451,924.95	12,273.75	431,274.81	20,650.14
Transfer Fees.....	338,123.99	323,534.98	6,497.85	317,037.13	21,086.86*	329,896.50	12,829.37*
Penalties.....	574,810.79	666,560.43	9,602.70	656,957.73	82,146.94	557,680.40	99,277.33
Gasoline Motor Vehicle Registration.....	118,343.40	106,664.45	728.00	105,936.45	12,406.95*	104,034.83	1,901.62
Certificate Fees.....	5,635.40	7,675.47	72.50	7,602.97	1,969.57	5,313.72	2,289.25
Interest on Drafts.....	11,270.79	10,375.02	1.50	10,373.52	897.27*	11,149.02	775.50*
Permit Refund Fees.....	—0—	18.00	13.00	5.00	5.00	—0—	5.90
Driver Training—State Board of Educ.....	—0—	—0—	55.00	55.00*	55.00*	—0—	55.00*
Total Motor Vehicle Revenue.....	\$112,707,999.00	\$118,457,751.59	\$ 4,144,850.84	\$114,312,900.75	\$ 1,604,901.75	\$108,484,944.92	\$ 5,827,955.83
Other Income.....	—0—	—0—	—0—	—0—	—0—	1,427.99	1,427.99*
Total State Revenue.....	\$112,707,999.00	\$118,457,751.59	\$ 4,144,850.84	\$114,312,900.75	\$ 1,604,901.75	\$108,486,372.91	\$ 5,826,527.84
Federal Aid Participation Revenue:							
Federal Aid Primary.....	\$ 10,109,203.00	\$ 10,109,203.00	—0—	\$ 10,109,203.00	—0—	\$ 19,136,612.00	\$ 9,027,409.00*
Federal Aid Secondary.....	8,639,207.00	8,639,207.00	—0—	8,639,207.00	—0—	16,502,603.72	7,863,396.72*
Federal Aid Urban.....	2,886,235.22	2,886,235.22	—0—	2,886,235.22	—0—	5,532,486.00	2,646,250.78*
Federal Aid Interstate.....	13,482,250.00	13,482,250.00	—0—	13,482,250.00	—0—	98,846,991.00	\$5,364,741.00*

Federal Defense Access.....	108,191.89*	103,191.89*	-0-	103,191.89*	-0-	615,340.00	718,531.89*
Federal Forestry.....	292,713.93	292,713.93	-0-	292,713.93	-0-	202,838.00	89,875.93
Repayable Advances.....	-0-	-0-	-0-	-0-	-0-	2,953,557.00	2,953,557.00*
Emergency Fund.....	-0-	-0-	-0-	-0-	-0-	9,560,200.00	9,560,200.00*
Total Federal Aid Participation.....	\$ 35,326,417.26	\$ 35,326,417.26	\$ -0-	\$ 35,326,417.26	\$ -0-	\$153,350,627.72	\$118,024,210.46*
Property Owners Participation Revenue:							
General Betterments.....	\$ 368,655.70	\$ 368,655.70	\$ -0-	\$ 368,655.70	\$ -0-	\$ -	\$ 368,655.70
Retreatments.....	411.52	411.52	-0-	411.52	-0-	-0-	411.52
Construction.....	2,440.00	2,440.00	-0-	2,440.00	-0-	-0-	2,440.00
Total Property Owner Participation.....	\$ 371,507.22	\$ 371,507.22	\$ -0-	\$ 371,507.22	\$ -0-	\$ -	\$ 371,507.22
Cities and Towns Participation Revenue:							
General Betterments.....	\$ 94,308.60	\$ 94,308.60	\$ -0-	\$ 94,308.60	\$ -0-	\$ -	\$ 94,308.60
Construction.....	34,640.00	34,640.00	-0-	34,640.00	-0-	-0-	34,640.00
Maintenance In Cities and Towns.....	240.00	240.00	-0-	240.00	-0-	-0-	240.00
Total Cities and Towns Participation.....	\$ 129,188.60	\$ 129,188.60	\$ -0-	\$ 129,188.60	\$ -0-	\$ -	\$ 129,188.60
Total Participation Revenue.....	\$ 35,827,113.08	\$ 35,827,113.08	\$ -0-	\$ 35,827,113.08	\$ -0-	\$153,350,627.72	\$117,523,514.64*
Total Current Fund Revenue							
State and Participation.....	\$148,535,112.08	\$154,284,864.67	\$ 4,144,850.84	\$150,140,013.83	\$ 1,604,901.75	\$261,837,000.63	\$111,696,986.80*
Debt Service Fund—Gasoline Gallon Tax.....	\$ 13,792,001.00	\$ 14,203,998.28	\$ -0-	\$ 14,203,998.28	\$ 411,997.28	\$ 13,427,097.98	\$ 776,990.30
Total Revenue.....	\$162,327,113.08	\$168,488,862.95	\$ 4,144,850.84	\$164,344,012.11	\$ 2,016,899.03	\$275,264,098.61	\$110,920,086.50*

*Indicates Red Figures

**STATEMENT OF APPROPRIATIONS, APPORTIONMENTS,
FISCAL YEAR ENDED**

	Unexpended Allotments 6-30-58	Appropriations Apportionments Participations 1958-59	Allotments 1958-59
Current Fund:			
Current Accounts:			
Non-Highway Departments:			
Department of Motor Vehicles.....	\$ -0-	\$ 8,271,257.00	\$ 7,972,694.17
Prison Department.....		2,972,063.00	2,095,565.72
Probation Commission.....		377,214.00	367,600.56
Board of Paroles.....		276,888.00	276,334.23
Utilities Commission.....		138,677.00	133,325.09
Law Enforcement Officers Ben. & Ret. Fund.....		5,000.00	
Total Non-Highway Departments.....	\$ -0-	\$ 12,041,099.00	\$ 10,845,519.77
Highway Commission:			
General Administration.....	\$ -0-	\$ 1,289,751.00	\$ 1,049,180.63
Engineering Administration.....		4,250,560.00	3,686,946.36
Merit Salary Increases.....		225,876.00	
Legislative Salary Increases.....		326,800.00	
Reserve for Contingencies.....		6,091.00	
Employer's Contribution to Retirement System.....		1,818,072.00	1,753,305.05
Total Highway Commission.....	\$ -0-	\$ 7,917,150.00	\$ 6,489,432.04
Total Current Accounts.....	\$ -0-	\$ 19,958,249.00	\$ 17,334,951.81
Encumbrance Accounts:			
Non-Highway Departments:			
State Aid to Municipalities.....	\$ 64,795.86	\$ 13,211,952.87	\$ 6,477,435.87
Total Non-Highway Departments.....	\$ 64,795.86	\$ 13,211,952.87	\$ 6,477,435.87
Highway Commission Maintenance:			
Primary Maintenance.....	\$ -0-	\$ 11,992,289.44	\$ 11,992,289.44
Secondary Maintenance.....		27,104,292.07	27,104,292.07
Total Highway Comm. Maint.....	\$ -0-	\$ 39,096,581.51	\$ 39,096,581.51
Maintenance in Cities and Towns.....	\$ 2,522,412.90	\$ 2,500,000.00	\$ 2,500,000.00
Participation by Cities and Towns.....		240.00	240.00
Total Maintenance in Cities & Towns.....	\$ 2,522,412.90	\$ 2,500,240.00	\$ 2,500,240.00
Total Maintenance.....	\$ 2,522,412.90	\$ 41,596,821.51	\$ 41,596,821.51
Betterments and Retreatments:			
General Betterments:			
Appropriations.....	\$ 5,454,785.48	\$ 14,847,229.93	\$ 12,850,119.17
Participation by Cities & Towns.....		94,308.60	94,308.69
Participation by Property Owners.....		368,655.70	368,655.70
Expenditures.....			
Total General Betterments.....	\$ 5,454,785.48	\$ 15,310,194.23	\$ 13,313,083.47

PARTICIPATION, ALLOTMENTS AND EXPENDITURES

JUNE 30, 1960

EXHIBIT "E"

Expenditures 1958-59			Unallotted Appropriations June 30, 1959	Unexpended Appropriations June 30, 1959	Unexpended Allotments June 30, 1959
Gross	Receipts	Net			
\$ 10,099,867.41	\$ 2,127,173.24	\$ 7,972,694.17	\$ 298,562.83	\$ 298,562.83	\$ -0-
12,060,036.83	9,964,471.11	2,095,565.72	876,497.28	876,497.28	-----
416,463.10	48,862.54	367,600.56	9,613.44	9,613.44	-----
307,117.39	30,783.16	276,334.23	553.77	553.77	-----
133,325.09	-----	133,325.09	5,351.91	5,351.91	-----
-----	-----	-----	5,000.00	5,000.00	-----
\$ 23,016,809.82	\$ 12,171,290.05	\$ 10,845,519.77	\$ 1,195,579.23	\$ 1,195,579.23	\$ -0-
\$ 1,079,265.85	\$ 30,085.22	\$ 1,049,180.63	\$ 240,570.37	\$ 240,570.37	\$ -0-
3,708,920.79	21,974.43	3,686,946.36	563,613.64	563,613.64	-----
-----	-----	-----	225,876.00	225,876.00	-----
-----	-----	-----	326,800.00	326,800.00	-----
-----	-----	-----	6,091.00	6,091.00	-----
1,753,305.05	-----	1,753,305.05	64,766.95	64,766.95	-----
\$ 6,541,491.69	\$ 52,059.65	\$ 6,489,432.04	\$ 1,427,717.96	\$ 1,427,717.96	\$ -0-
\$ 29,558,301.51	\$ 12,223,349.70	\$ 17,334,951.81	\$ 2,623,297.19	\$ 2,623,297.19	\$ -0-
\$ 6,477,457.37	\$ -0-	\$ 6,477,457.37	\$ 6,734,517.00	\$ 6,799,291.36	\$ 64,774.36
\$ 6,477,457.37	\$ -0-	\$ 6,477,457.37	\$ 6,734,517.00	\$ 6,799,291.36	\$ 64,774.36
\$ 10,988,703.45	\$ 107,272.48	\$ 10,881,430.97	\$ -0-	\$ 1,110,858.47	\$ 1,110,858.47
25,265,772.54	185,081.07	25,080,691.47	-----	2,023,600.60	2,023,600.60
\$ 36,254,475.99	\$ 292,353.55	\$ 35,962,122.44	\$ -0-	\$ 3,134,459.07	\$ 3,134,459.07
\$ 2,639,209.80	\$ 105,939.71	\$ 2,533,270.09	\$ -0-	\$ 2,489,382.81	\$ 2,489,382.81
\$ 2,639,209.80	\$ 105,939.71	\$ 2,533,270.09	\$	\$ 2,489,382.81	\$ 2,489,382.81
\$ 38,893,685.79	\$ 398,293.26	\$ 38,495,392.53	\$	\$ 5,623,841.88	\$ 5,623,841.88
\$ -0-	\$ -0-	\$ -0-	\$ 1,997,110.76	\$ -0-	\$ -0-
11,130,608.80	101,230.19	11,029,378.61	-----	-----	-----
\$ 11,130,608.80	\$ 101,230.19	\$ 11,029,378.61	\$ 1,997,110.76	\$ 9,735,601.10	\$ 7,738,490.34

	Unexpended Allotments 6-30-58	Appropriations Apportionments Participations 1958-59	Allotments 1958-59
Current Fund (Cont'd.):			
Special Betterments	\$ 1,319,674.99	\$ 2,281,541.40	\$ 2,281,541.40
Retreatments:			
Appropriation	\$ 3,051,162.59	\$ 7,302,552.43	\$ 6,020,404.92
Participation by Property Owners		411.52	411.52
Expenditures			
Total Retreatments	\$ 3,051,162.59	\$ 7,302,963.95	\$ 6,020,816.44
Total Betterments and Retreatments	\$ 9,825,623.06	\$ 24,894,699.58	\$ 21,615,441.31
Construction:			
Unexpended Allotments Brought Forward	\$ 68,531,303.13	\$ -0-	\$ -0-
Apportionment:			
Federal Aid Primary		18,772,086.72	4,041,334.00
Federal Aid Secondary		17,823,352.00	5,199,170.00
Federal Aid Urban		5,331,129.22	1,547,881.00
Federal Aid Interstate		90,960,585.00	22,297,822.00
Federal Aid Defense Access		926.11	926.11
Federal Aid Forestry		423,072.62	65,040.00
Federal Aid Repayable Advances		2,596,357.00	2,596,357.00
Federal Aid Emergency		8,488,580.00	8,483,100.00
Participations:			
Cities and Towns		34,640.00	34,640.00
Property Owners		2,440.00	2,440.00
Expenditures Fed. Aid Constr.	-0-	-0-	-0-
Total Federal Aid Funds	\$ 68,531,303.13	\$144,433,168.67	\$ 44,268,710.11
State Funds to Match Fed. Aid		33,976,742.21	16,147,686.47
Total Federal Aid Constr.	\$ 68,531,303.13	\$178,409,910.88	\$ 60,416,396.58
Scenic Highways	531,702.18	200,000.00	200,000.00
Total Construction	\$ 69,063,005.31	\$178,609,910.88	\$ 60,616,396.58
Total Encumbrance Accounts	\$ 81,475,837.13	\$258,313,384.84	\$139,306,095.27
Total Current Fund	\$ 81,475,837.13	\$ 78,217,633.84	\$147,641,047.08
Debt Service Fund:			
Interest on Secondary Road Bonds	\$ -0-	\$ 2,038,000.00	\$ 2,038,000.00
Redemption of Secondary Road Bds.		10,200,000.00	10,200,000.00
Total Debt Service Fund	\$ -0-	\$ 12,238,000.00	\$ 12,238,000.00
Grand Totals	\$ 81,475,837.13	\$290,509,633.84	\$159,879,047.08

Expenditures 1958-59			Unallotted Appropriations June 30, 1959	Unexpended Appropriations June 30, 1959	Unexpended Allotments June 30, 1959
Gross	Receipts	Net			
\$ 2,581,730.29	\$ -0-	\$ 2,581,730.29	-0-	\$ 1,019,486.10	\$ 1,019,486.10
\$ -0-	\$ -0-	\$ -0-	\$ 1,282,147.51	\$ -0-	\$ -0-
6,012,351.91	28,544.49	5,983,807.42			
\$ 6,012,351.91	\$ 28,544.49	\$ 5,983,807.42	\$ 1,282,147.51	\$ 4,370,319.12	\$ 3,088,171.61
\$ 19,724,691.00	\$ 129,774.68	\$ 19,594,916.32	\$ 3,279,258.27	\$ 15,125,406.32	\$ 11,846,148.05
\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
			14,730,752.72		
			12,624,182.00		
			3,783,248.22		
			68,662,763.00		
			358,032.62		
			5,480.00		
77,274,715.31	342,345.87	76,932,369.44			
\$ 77,274,715.31	\$ 342,345.87	\$ 76,932,369.44	\$100,164,458.56	\$170,008,844.57	\$ 52,015,330.27
			17,829,055.74		
\$ 77,274,715.31	\$ 342,345.87	\$ 76,932,369.44	\$117,993,514.30	\$170,008,844.57	\$ 52,015,330.27
89,995.14		89,995.14		641,707.04	641,707.04
\$ 77,364,710.45	\$ 342,345.87	\$ 77,022,364.58	\$117,993,514.30	\$170,650,551.61	\$ 52,657,037.31
\$ 142,460,544.61	\$ 870,413.81	\$141,590,130.80	\$128,007,289.57	\$198,199,091.17	\$ 70,191,801.60
\$ 172,018,846.12	\$ 13,093,763.51	\$158,925,082.61	\$130,630,586.76	\$200,822,388.36	\$ 70,191,801.60
\$ 2,038,000.00	\$ -0-	\$ 2,038,000.00	\$ -0-	\$ -0-	\$ -0-
10,200,000.00		10,200,000.00			
\$ 12,238,000.00	\$ -0-	\$ 12,238,000.00	\$ -0-	\$ -0-	\$ -0-
\$ 184,258,846.12	\$ 13,093,763.51	\$171,163,082.61	\$130,630,586.76	\$200,822,388.36	\$ 70,191,801.60

(EXHIBIT "A")

**STATEMENT OF BONDED INDEBTEDNESS AND
DEBT SERVICE REQUIREMENTS**

**SECONDARY ROAD BONDS AUTHORIZED AND ISSUED IN
ACCORDANCE WITH PROVISIONS OF CHAPTER 1250,
SESSION LAWS OF 1949**

JUNE 30, 1959

EXHIBIT "F"

Operations		
Cash on Hand July 1, 1958		\$ 7,364,665.66
Revenue Collected During 1958-59 Fiscal Year		14,203,998.28
Total Available		\$ 21,568,663.94
Expenditures During 1958-59:		
For Retirement of Bonds	\$ 10,200,000.00	-----
For Interest on Bonds	2,038,000.00	-----
Total Expenditures		\$ 12,238,000.00
Cash on Hand at June 30, 1959		\$ 9,330,663.94

Requirements to Retire \$200,000,000.00 Secondary Road Bonds
(Through June 30, 1959, \$76,300,000.00 Had Been Retired)

Fiscal Year	Maturities	Requirements		
		Bonds	Interest on Bonds	Total
1949-50	\$ -0-	\$ -0-	\$ 1,742,937.50	\$ 1,742,937.50
1950-51	6,000,000.00	6,000,000.00	2,332,500.00	8,332,500.00
1951-52	6,100,000.00	6,100,000.00	3,667,250.00	9,767,250.00
1952-53	5,500,000.00	5,500,000.00	3,435,250.00	8,935,250.00
1953-54	9,400,000.00	9,400,000.00	3,245,750.00	12,645,750.00
1954-55	9,550,000.00	9,550,000.00	2,922,062.50	12,472,062.50
1955-56	9,700,000.00	9,700,000.00	2,591,375.00	12,291,375.00
1956-57	9,850,000.00	9,850,000.00	2 308 312.50	12,158,312.50
1957-58	10,000,000.00	10,000,000.00	2,174,250.00	12,174,250.00
1958-59	10,200,000.00	10,200,000.00	2,038,000.00	12,238,000.00
1959-60	10,350,000.00	10,350,000.00	1,899,562.50	12,249,562.50
1960-61	10,500,000.00	10,500,000.00	1,759,250.00	12,259,250.00
1961-62	10,700,000.00	10,700,000.00	1,616,750.00	12,316,750.00
1962-63	10,850,000.00	10,850,000.00	1,462,062.50	12,312,062.50
1963-64	11,050,000.00	11,050,000.00	1,305,187.50	12,355,187.50
1964-65	11,250,000.00	11,250,000.00	1,136,750.00	12,386,750.00
1965-66	11,400,000.00	11,400,000.00	956,875.00	12,356,875.00
1966-67	11,600,000.00	11,600,000.00	781,875.00	12,381,875.00
1967-68	11,800,000.00	11,800,000.00	578,187.50	12,378,187.50
1968-69	12,000,000.00	12,000,000.00	368,250.00	12,368,250.00
1969-70	12,200,000.00	12,200,000.00	186,250.00	12,386,250.00
1970-71	-0-	-0-	-0-	-0-
Totals	\$200,000,000.00	\$200,000,000.00	\$ 38,508,687.50	\$238,508,687.50

RETIREMENTS AND BONDS OUTSTANDING

Fiscal Year	Bonds Retired		Interest Paid During 1958-59	Bonds Outstanding June 30, 1959
	At June 30, 1958	During 1958-59		
1950-51	\$ 6,000,000.00			
1951-52	6,100,000.00			
1952-53	5,500,000.00			
1953-54	9,400,000.00			
1954-55	9,550,000.00			
1955-56	9,700,000.00			
1956-57	9,850,000.00			
1957-58	10,000,000.00			
1958-59		\$ 10,200,000.00	\$ 2,038,000.00	
1959-60				\$ 10,350,000.00
1960-61				10,500,000.00
1961-62				10,700,000.00
1962-63				10,850,000.00
1963-64				11,050,000.00
1964-65				11,250,000.00
1965-66				11,400,000.00
1966-67				11,600,000.00
1967-68				11,800,000.00
1968-69				12,000,000.00
1969-70				12,200,000.00
1970-71				-0-
Totals	\$ 66,100,000.00	\$ 10,200,000.00	\$ 2,038,000.00	\$123,700,000.00

APPENDIX "B"

NORTH CAROLINA STATE HIGHWAY COMMISSION
Raleigh, North Carolina

REPORT ON AUDIT

FISCAL YEAR ENDED JUNE 30, 1960

J. MELVILLE BROUGHTON, JR., *Chairman*

RALPH L. HOWLAND, *Vice-Chairman*

ROBERT BUNNELLE

J. LEE WHITE

FLETCHER H. GREGORY, JR.*

JAMES W. MASON

R. T. MORRIS

W. F. BABCOCK, *Director of Highways*

ERVIN DIXON, *Controller*

*Following the period of this Audit, and effective August 4, 1960, Mr. Gregory resigned from the State Highway Commission. On the same date Mr. Stanley S. Betts of Henderson was appointed to fill the unexpired term and is serving in the capacity of commissioner at the time of publication of this report.

NORTH CAROLINA STATE HIGHWAY COMMISSION
Raleigh, North Carolina

INDEX

COMMENTS :

EXHIBIT :

- "A" Balance Sheet—Current Fund
- "B" Balance Sheet—Debt Service Fund
- "C" Balance Sheet—Equipment Fund
- "D" Source and Disposition of Funds—Current Fund and
Debt Service
- "E" Statement of Revenue
- "F" Statement of Appropriations, Apportionments, Participa-
tions, Allotments and Expenditures
- "G" Statement of Bonded Indebtedness and Debt Service
Requirements

**DEPARTMENT OF STATE AUDITOR
BUREAU OF INSTITUTIONAL AND DEPARTMENTAL
AUDITING**

Raleigh, North Carolina

THE ADVISORY BUDGET COMMISSION
RALEIGH, NORTH CAROLINA

Gentlemen:

We have made an examination of the financial accounts and records of the

NORTH CAROLINA STATE HIGHWAY COMMISSION

Raleigh, North Carolina

for the fiscal year ended June 30, 1960, and submit herewith our report.

The State Highway Commission is responsible for the Maintenance, Construction, Repair, Improvement, Control and Operation of the State's Primary Highways and Secondary Roads, both in rural areas and in cities and towns.

Financial transactions of the State Highway Commission are classified and recorded in one of three funds:

- (1) Current Fund
- (2) Debt Service Fund
- (3) Equipment Fund

CURRENT FUND

The Current Fund Balance Sheet is shown as Exhibit "A" in this report. A comparison of Balance Sheet accounts at June 30, 1960, and June 30, 1959 shows that "Cash" was increased from \$45,648,058.43 at June 30, 1959 to \$66,209,326.55 at June 30, 1960. The Federal Aid Apportionments available for Contractual Agreements was reduced from \$100,164,458.56 at June 30, 1959 to \$80,533,914.79 at June 30, 1960, and the amount due from the U. S. Bureau of Public Roads on Participation projects for which contracts had been awarded was reduced from \$59,288,107.47 to \$48,320,674.47.

Deferred Payroll Charges (Exhibit "A") in the amount of \$238,815.44 represents accruals for employees sick leave, annual leave and holidays earned, less charges for sick leave, annual leave and holidays taken from November 1, 1959 to June 30, 1960. The practice of recording contingent liability for these leave accounts, as they apply to the productive labor force, was initiated on November 1, 1959. At that time, it would have taken approximately \$5,381,371.00 to record on the books this contingent liability which

was represented by 451,694 days sick leave reduced to an experience rate of 55.7551 percent and 136,564 days annual leave, both computed at an average annual salary rate of \$3,630.00.

The amount due from employees at June 30, 1960, for payroll adjustment loans was \$584.50. This balance is due from employees for loans granted during the month of November 1959 when the bi-weekly payroll plan was put into effect. These loans were made to minimize any inconvenience caused the employee by the shift to the new payroll plan and to assist the employee in rearranging his personal financial program.

The Motor Vehicle Bureau Imprest Fund of \$15,000.00 (Exhibit "A") represents an advance for the purpose of expediting payment of refund claims on gasoline and motor vehicle tax collections. The amount of \$4,775.01 shown on Exhibit "A" as being due from the Department of Motor Vehicles represents revenue collections during the month of June by the Department of Motor Vehicles which had not been deposited with the State Treasurer's Office at June 30, 1960.

The accrued payroll in the amount of \$1,222,330.88 Exhibit "A" represents the accrual of nine/tenths of the gross payroll for the bi-weekly pay period from June 18, 1960, through July 1, 1960.

The unappropriated surplus of \$1,674,180.91 at July 1, 1959 was reduced to \$594,380.91 by June 30, 1960 through transfers to Appropriations during the fiscal year of \$1,079,800.00. An addition to unappropriated surplus of \$1,477,743.93 from the Current Year's Operations resulted in an Unappropriated Surplus of \$2,072,124.84 at June 30, 1960.

The State Highway Commission's Net Expenditures during the 1959-60 fiscal year for non-highway functions and their comparison with 1958-59 expenditures are reported as follows:

	1959-60 Fiscal Year	1958-59 Fiscal Year	Increase or Decrease*
Department of Motor Vehicles.....	\$ 9,173,127.92	\$ 7,972,694.17	\$ 1,200,433.75
Prison Department.....	2,894,785.24	2,095,565.72	799,219.52
Probation Commission.....	466,505.22	367,600.56	98,904.66
Board of Paroles.....	365,103.87	276,334.23	88,769.64
Utilities Commission.....	\$ 142,737.35	\$ 133,325.09	\$ 9,412.26
Total Non-Highway Depts.....	<u>\$ 13,042,259.60</u>	<u>\$ 10,845,519.77</u>	<u>\$ 2,196,739.83</u>

During the 1959-60 fiscal year \$8,785,000.00 was paid the Prison Department for prison labor. These expenditures are analyzed as follows:

Purpose for Which Prisoners Were Used.....	Average No. of Prisoners Per Day	Amount
Maintenance and Construction Operations.....	5,510	\$ 6,914,365.00
Highway Building Maintenance-Janitorial Ser.....	21	26,470.00
Unused.....	1,469	1,844,165.00
Totals.....	<u>7,000</u>	<u>\$ 8,785,000.00</u>

The Highway Commission guaranteed the Prison Department payment for 7,000 prisoners per day during the 1959-60 fiscal year.

Current Fund Expenditures during the 1959-60 fiscal year in the amount of \$161,239,495.24 and their comparison with 1957-58 and 1958-59 fiscal year expenditures, are presented as follows:

	1959-60 Fiscal Year	1958-59 Fiscal Year	1957-58 Fiscal Year
HIGHWAY COMMISSION:			
General Administration.....	\$ 1,172,844.41	\$ 1,049,180.63	\$ 887,054.03
Engineering Administration.....	3,633,244.56	3,086,946.36	3,524,651.25
Employers Contribution to Retirement.....	2,178,258.03	1,753,305.05	2,020,392.41
TOTAL HIGHWAY COMMISSION.....	\$ 6,984,347.00	\$ 6,489,432.04	\$ 6,432,097.69
STATE AID TO MUNICIPALITIES.....	\$ 6,768,363.70	\$ 6,477,457.37	\$ 6,477,032.18
STATE MAINTENANCE AND CONST.:			
Primary.....	\$ 17,934,306.08	\$ 10,881,430.97	\$ 11,739,155.29
Secondary.....	40,062,047.78	25,080,691.47	25,715,408.47
Cities and Towns.....	-0-	2,533,270.09	2,387,455.23
Urban System.....	2,685,853.73	-0-	-0-
Public Service Roads.....	2,048,489.77		
TOTAL MAINTENANCE AND CONST.....	\$ 62,730,697.36	\$ 38,495,392.53	\$ 39,842,018.99
(A) Betterments.....	\$ -0-	\$ 13,611,108.90	\$ 11,863,508.24
(A) Retreatments.....	\$ -0-	\$ 5,983,807.42	\$ 7,378,280.01
(A) Scenic Highways.....	\$ -0-	\$ 89,995.14	\$ 91,904.17
Federal Aid Construction.....	\$ 71,319,015.63	\$ 76,932,369.44	\$ 75,082,753.19
Capital Improvements.....	\$ 394,811.95	\$ -0-	\$ -0-
Non-Highway Departments.....	\$ 13,042,259.60	\$ 10,845,519.77	\$ 11,335,318.54
TOTAL CURRENT FUND EXPEND.....	\$ 161,239,495.24	\$ 158,925,082.61	\$ 158,502,913.01

(A) Expenditure classification changes on Maintenance and Construction were made during the fiscal year 1959-60, consequently no expenditures are shown for Betterments, Retreatments and Scenic Highways for the year ended June 30, 1960.

Current Fund Revenue during the 1959-60 fiscal year in the amount of \$149,434,977.84, and its comparison with 1957-58 and 1958-59 revenues, is reported as follows:

	1959-60 Fiscal Year	1958-59 Fiscal Year	1957-58 Fiscal Year
Motor Vehicle Revenue.....	\$ 119,151,572.97	\$ 114,312,900.75	\$ 108,484,944.92
PARTICIPATION REVENUE:			
Federal Aid.....	\$ 29,596,157.85	\$ 35,326,417.26	\$ 153,350,627.72
Property Owners.....	431,024.55	371,507.22	-0-
Cities and Towns.....	256,222.47	129,188.60	-0-
TOTAL PARTICIPATION REV.....	\$ 30,283,404.87	\$ 35,827,113.08	\$ 153,350,627.72
OTHER STATE REVENUE.....	\$ -0-	\$ -0-	\$ 1,427.99
TOTAL CURRENT FUND REV.....	\$ 149,434,977.84	\$ 150,140,013.83	\$ 261,837,000.63

Federal Funds reserved for federal aid apportionments at June 30, 1959, totaled \$100,164,458.56. Revenue collected from the Federal Government for federal aid participation projects during the 1959-60 fiscal year totaled \$29,596,157.85, and allotments for Project agreements totaled \$49,226,701.62. At June 30, 1960, Federal Funds reserved for project agreements totaled \$80,533,914.79. Also an unexpired balance of federal funds in the amount of \$48,320,674.47 was available for payments on federal aid participation projects for which contracts had been awarded.

DEBT SERVICE FUND

A total of \$200,000,000.00 of bonded indebtedness was authorized by Chapter 1250 of the North Carolina Session Laws of 1949 for Secondary Roads. All of the authorized bonds were issued. Through June 30, 1960, \$86,650,000.00 of these bonds had been retired. Transactions in the Debt Service Fund during the 1959-60 fiscal year were as follows:

Cash on Hand July 1, 1959.....	\$ 9,330,663.94
Revenue Collections During the Fiscal Year.....	14,781,505.13
TOTAL AVAILABLE.....	\$ 24,112,169.07
LESS EXPENDITURES:	
For Retirement of Bonds.....	\$ 10,350,000.00
For Interest on Bonds.....	1,899,562.50
TOTAL EXPENDITURES.....	\$ 12,249,562.50
CASH ON HAND JUNE 30, 1960.....	\$ 11,862,606.57

EQUIPMENT FUND

The Equipment Fund was established within the Highway Commission on July 1, 1957. The entire operations of the Equipment Department are financed from this fund. The equipment function involves the purchase, storage, issuance, repair and maintenance of equipment for highway operations. It is also responsible for the purchase, storage and issuance of fuel and accessories used in the operation of this rental equipment. Income is provided in this fund through a rental charge to the using highway department. Rental rates include factors for depreciation, obsolescence, and the operating expenses of the Equipment Department. This fund is charged with the operating expenses of the equipment department and the purchase of new equipment. It is credited with rental income and with receipts from the sale of rental equipment.

During the fiscal year ended June 30, 1960, the Equipment Department had receipts of \$15,750,213.46 and expenditures of \$14,341,656.20 for an operating gain of \$1,408,557.26. The Funded Reserve Balance for the Equipment Fund at June 30, 1960 is analyzed as follows:

FUNDED RESERVE BALANCE AT JULY 1, 1959.....	\$ 1,582,024.69
FUNDS PROVIDED DURING YEAR:	
From Depreciation.....	\$ 3,327,182.55
From Sales (At Book Value).....	392,350.87
From Operating Gain.....	1,408,557.26
TOTAL FUNDS PROVIDED DURING YEAR.....	\$ 5,128,090.68
TOTAL FUNDS AVAILABLE DURING THE YEAR.....	\$ 6,710,115.37
LESS: Funds Applied to the Purchase of Equipment.....	\$ 5,053,582.46
FUNDED RESERVE BALANCE AT JUNE 30, 1960.....	\$ 1,656,532.91

The investment in the Equipment Fund was increased during the 1959-60 fiscal year as follows:

Estimated Market value of equip. at July 1, 1959.....	\$ 18,632,274.34
Used Rental equipment added during year.....	28,062.36
TOTAL.....	\$ 18,660,336.70
LESS: Adjustment for equipment disposal in 1958-59 fiscal year.....	80,832.12
NET ESTIMATED MARKET VALUE OF EQUIP.....	\$ 18,579,504.58
ADD: Equipment department operating gain.....	1,408,557.26
Investment in Equipment Fund at June 30, 1960.....	\$ 19,988,061.84

GENERAL COMMENTS

The appropriation titles (1) Maintenance—State Highways, Primary; (2) Maintenance—County Highways, Secondary; (3) General Betterments; (4) Special Betterments; and (5) Retreatments which were used during the 1958-59 fiscal year were changed for the 1959-60 fiscal year and appropriations for the Highway Commission's maintenance and construction operations had the following titles:

State Maintenance and Construction—Primary System
 State Maintenance and Construction—Secondary System
 State Maintenance and Construction—Urban System
 State Maintenance and Construction—Public Service Roads

Funds for the improvement of existing buildings and for the construction of new buildings during the 1959-60 fiscal year were appropriated under the title "Capital Improvements."

Schedules included in the 1958-59 audit report which reported fiscal year transactions and unexpended June 30 allotment balances by work order number have not been included as a part of the 1959-60 audit. Detail I B M runs, by work order number, were prepared for the 1959-60 fiscal year by the State Highway Commission's Finance Department at the request of the State Auditor's office which reported work order allocations and Expenditures during the fiscal year and unexpended work order allocations at June 30. These special IBM tabulations of expenditures, and encumbrance

allotment balances at June 30, 1960 were compared and tested with financial statements prepared by the Highway Commission. These special runs were also compared with the detailed IBM runs prepared by the Highway Commission for "completed" and "In-Progress" work orders which report each expenditure and change in a work order allocation. It has been requested that the State Highway Commission's Finance Department continue to prepare this special IBM run for the State Auditor's office at the close of each fiscal year.

Generally accepted auditing standards were followed and test checks were made where, and to the extent considered necessary. The cooperation and assistance of the Highway Commission's Finance Department is gratefully acknowledged.

Respectfully submitted,

HENRY L. BRIDGES, *State Auditor*

Prepared by:

J. A. WEATHERS

Approved:

M. L. WIDENHOUSE, C.P.A.

J. E. PEARCE

November 25, 1960

BALANCE SHEET
CURRENT FUND

JUNE 30, 1960

EXHIBIT "A"

ASSETS		LIABILITIES, ENCUMBRANCES, RESERVES AND SURPLUS	
CASH: In Banks..... On Deposit—State Treasurer.....	\$ 15,350.00 66,193,976.55	LIABILITIES:	\$ 5,277,458.75
		Accounts Payable.....	1,656,532.91
		Due to Equipment Fund.....	1,222,330.88
	\$ 66,209,326.55	Accrued Payroll.....	\$ 8,156,322.54
ACCOUNTS RECEIVABLE:			
Travel Advance to employees.....		OTHER CREDITS:	
State Departments.....	\$ 16,554.73	Securities and Deposits.....	\$ 377,250.00
Department of Motor Vehicles—Imprest Fund.....	93,230.38		
Due from Department of Motor Vehicles.....	15,000.00	ENCUMBRANCE ALLOTMENTS:	
Due from Property Owners—Participation.....	4,775.01	STATE MAINTENANCE AND CONSTRUCTION:	
Due from Cities and Towns—Participation.....	38,303.05	Primary System.....	\$ 5,315,614.12
Due from Employees for Payroll Adjustment Loans.....	86,096.22	Secondary System.....	12,831,681.50
Employees—Group Insurance Premiums.....	584.50	Urban System.....	2,858,963.08
Treasurer of The United States—Performance.....	3,349.89	Public Service Roads.....	1,868,181.41
Deposits.....	200.00	Capital Improvements.....	185,993.29
Other Receivables.....	343.59	Construction—Federal Aid.....	53,784,639.54
		State Aid to Municipalities.....	62,503.24
	\$ 258,437.37		\$ 76,907,576.18
U. S. BUREAU OF PUBLIC ROADS:		RESERVES AND SURPLUS:	
Due on Projects Let.....	\$ 48,320,674.47	RESERVES:	
		For Federal Participations.....	\$ 80,533,914.79
FEDERAL AID ALLOCATIONS		For State Funds to match Federal Participations.....	21,155,819.64
	80,533,914.79	For State Aid to Municipalities.....	7,019,892.15
		For Capital Improvements.....	242,488.10
		For General Administration.....	369.01
		For Additional Salary Requirements.....	402,383.00

INVENTORIES:	Stores.....	\$ 3,151,551.17		For Contingencies.....	\$ 42,902.00
	Job Orders in Progress.....	66,375.41		For Department of Motor Vehicles.....	19,200.00
			\$ 3,217,926.63	For Prison Department.....	417,166.00
				For Board of Pardons.....	6,000.00
				For Appropriations in excess of estimated Revenue 1960-61.....	1,704,670.00
OTHER DEBITS:	Securities and Deposits Held for Others.....	\$ 377,250.00		For Social Security Coverage of Law Enforcement Officers 1960-61.....	98,267.00
	Deferred Payroll Charges.....	238,815.44		TOTAL RESERVES.....	\$111,643,071.69
			\$ 616,065.44	UNAPPROPRIATED SURPLUS:	
				Balance July 1, 1959.....	\$ 1,674,180.91
				Less: Transfer to Appropriations.....	1,079,800.00
TOTAL ASSETS					\$ 594,380.91
				Add: Balance From Current Year's Operations.....	\$ 1,477,743.93
				Unappropriated Surplus at June 30, 1960.....	\$ 2,072,124.84
				TOTAL RESERVES AND SURPLUS.....	\$113,715,196.53
			\$199,156,345.25	TOTAL LIABILITIES, ENCUMBRANCES, RESERVES AND SURPLUS.....	\$199,156,345.25

BALANCE SHEET

JUNE 30, 1960

EXHIBIT "B"

DEBT SERVICE FUND

ASSETS		FUNDED RESERVES	
Cash on Deposit—State Treasurer.....	\$ 11,862,606.57	Funded Reserves for debt service.....	\$ 11,862,606.57
TOTAL ASSETS.....	\$ 11,862,606.57	TOTAL FUNDED RESERVES.....	\$ 11,862,606.57

BALANCE SHEET

JUNE 30, 1960

EXHIBIT "C"

EQUIPMENT FUND

ASSETS		INVESTMENT	
Due from Current Fund.....	\$ 1,656,532.91	Investment in Equipment Fund.....	\$ 19,988,061.84
Equipment.....	\$ 28,205,865.19		
LESS: Accumulated Depreciation.....	\$ 9,874,336.26		
Net Book Value of Equip.	\$ 18,331,528.93		
TOTAL ASSETS.....	\$ 19,988,061.84	TOTAL INVESTMENT.....	\$ 19,988,061.84

SOURCE AND DISPOSITION OF FUNDS
FISCAL YEAR ENDED JUNE 30, 1960

EXHIBIT "D"

	TOTAL	CURRENT FUND	DEBT SERVICE FUND
SOURCE OF FUNDS:			
SURPLUS & RESERVE FUNDS BROUGHT FORWARD			
FROM PRIOR YEAR:			
Unappropriated Surplus.....	\$ 1,674,180.91	\$ 1,674,180.91	
Federal Participation.....	100,164,458.56	100,164,458.56	
State Funds to Match Federal participation.....	17,829,055.74	17,829,055.74	
For State aid to municipalities.....	6,769,008.30	6,769,008.30	
For appropriations in excess of estimated revenues.....			
Fiscal Year 1959-60.....	3,474,278.00	3,474,278.00	
Fiscal Year 1960-61.....	1,704,670.00	1,704,670.00	
For Social Security Coverage of Law Enforcement Officers.....			
Fiscal Year 1959-60.....	521,570.00	521,570.00	
Fiscal Year 1960-61.....	98,267.00	98,267.00	
For Debt Service.....	9,330,663.94		\$ 9,330,663.94
TOTAL RESERVED FUNDS BROUGHT FORWARD			
From Prior Year.....	\$141,566,152.45	\$132,235,488.51	\$ 9,330,663.94
UNEXPENDED ALLOTMENTS BROUGHT FORWARD			
from Prior Year:			
FOR STATE MAINTENANCE AND CONSTRUCTION:			
Primary System.....	\$ 4,240,175.09	\$ 4,240,175.09	
Secondary System.....	7,830,899.78	7,830,899.78	
Urban System.....	2,489,382.81	2,489,382.81	
Public Service Roads.....	2,679,487.91	2,679,487.91	
For Construction.....	52,657,037.31	52,657,037.31	
For State Aid to Municipalities.....	64,774.36	64,774.36	
For Capital Improvements.....	230,044.34	230,044.34	
TOTAL UNEXPENDED ALLOTMENTS BROUGHT FORWARD			
FROM PRIOR YEAR.....	\$ 70,191,801.60	\$ 70,191,801.60	
STATE REVENUE COLLECTIONS:			
Current Fund.....	\$119,151,572.97	\$119,151,572.97	
Debt Service Fund.....	14,781,505.13		14,781,505.13
TOTAL STATE REVENUE COLLECTIONS.....	\$133,933,078.10	\$119,151,572.97	\$ 14,781,505.13
PARTICIPATION REVENUE:			
Federal Aid.....	\$ 29,596,157.85	\$ 29,596,157.85	
Property Owners.....	431,024.55	431,024.55	
Cities and Towns.....	256,222.47	246,222.47	
TOTAL PARTICIPATION REVENUE.....	\$ 30,283,404.87	\$ 30,283,404.87	
DEPARTMENTAL RECEIPTS:			
Highway Commission.....	\$ 1,175,826.21	\$ 1,175,826.21	
Department of Motor Vehicles.....	2,091,170.52	2,091,170.52	
Prison Department.....	9,992,120.65	9,992,120.65	
Probation Commission.....	24,042.06	24,042.06	
Board of Paroles.....	14,567.85	14,567.85	
TOTAL DEPARTMENTAL RECEIPTS.....	\$ 13,297,727.29	\$ 13,297,727.29	
TOTAL FUNDS AVAILABLE.....	\$389,272,164.31	\$365,159,995.24	\$ 24,112,169.07

EXHIBIT "D" (continued)

	TOTAL	CURRENT FUND	DEBT SERVICE FUND
DISPOSITION OF FUNDS:			
FOR DEPARTMENTAL OPERATIONS:			
General Administration	\$ 1,217,097.65	\$ 1,217,097.65	
Engineering Administration	3,649,815.01	3,649,815.01	
Contribution to Retirement System	2,179,214.25	2,179,214.25	
STATE MAINT. & CONSTRUCTION:			
Primary System	\$ 18,110,331.29	\$ 18,110,331.29	
Secondary System	40,285,526.94	40,285,526.94	
Urban System	2,745,954.16	2,745,954.16	
Public Service Roads	2,082,909.15	2,082,909.15	
Highway Construction—Federal Aid	71,919,458.39	71,919,458.39	
Capital Improvements	414,391.31	414,091.31	
TOTAL HIGHWAY DEPART. OPERATIONS	\$142,604,698.15	\$142,604,698.15	
NON-HIGHWAY DEPARTMENTS:			
Department of Motor Vehicles	\$ 11,264,298.44	\$ 11,264,298.44	
Prison Department	12,886,905.89	12,886,905.89	
Probation Commission	490,547.28	490,547.28	
Board of Paroles	379,671.72	379,671.72	
Utilities Commission	142,737.35	142,737.35	
TOTAL NON-HIGHWAY DEPARTMENTS	\$ 25,164,160.68	\$ 25,164,160.68	
TOTAL DEPARTMENTAL OPERATIONS	\$167,768,858.83	\$167,768,858.83	
STATE AID TO MUNICIPALITIES	\$ 6,768,363.70	\$ 6,768,363.70	
DEBT SERVICE RETIREMENT	12,249,562.50		\$ 12,249,562.50
TOTAL EXPENDITURES	\$186,786,785.03	\$174,537,222.53	\$ 12,249,562.50
UNEXPENDED ALLOTMENTS CARRIED FORWARD:			
FOR STATE MAINTENANCE AND CONSTRUCTION:			
Primary System	\$ 5,315,614.12	\$ 5,315,614.12	
Secondary System	12,831,681.50	12,831,681.50	
Urban System	2,858,963.08	2,858,963.08	
Public Service Roads	1,868,181.41	1,868,181.41	
For Highway Construction—Federal Aid	53,784,639.54	53,784,639.54	
For Capital Improvements	185,993.29	185,993.29	
For State Aid to Municipalities	62,503.24	62,503.24	
TOTAL UNEXPENDED ALLOTMENTS CARRIED FORWARD	\$ 76,907,576.18	\$ 76,907,576.18	
RESERVE FUNDS CARRIED FORWARD:			
For Federal Participations	\$ 80,533,914.79	\$ 80,533,914.79	
For State Funds to Match Federal Participation	21,155,819.64	21,155,819.64	
For State Aid to Municipalities	7,019,892.15	7,019,892.15	
For Capital Improvements	242,488.10	242,488.10	
For General Administration	369.01	369.01	
For Additional Salary Requirements	402,383.00	402,383.00	
For Contingencies	42,902.00	42,902.00	
For Department of Motor Vehicles	19,200.00	19,200.00	

EXHIBIT "D" (continued)

	TOTAL	CURRENT FUND	DEBT SERVICE FUND
DISPOSITION OF FUNDS—CON'T:			
RESERVE FUNDS CARRIED FORWARD—CON'T:			
For Prison Department.....	\$ 417,166.00	\$ 417,166.00	
For Board of Paroles.....	6,000.00	6,000.00	
For Appropriations in Excess of Estimated Revenue 1960-61.....	1,704,670.00	1,704,670.00	
For Social Security Coverage of Law Enforce. Officers 1960-61.....	98,267.00	98,267.00	
For Debt Service.....	11,862,606.57		\$ 11,862,606.57
TOTAL RESERVE FUNDS CARRIED FORWARD.....	\$123,505,678.26	\$111,643,071.69	\$ 11,862,606.57
UNAPPROPRIATED SURPLUS:			
From Prior Years Operations.....	\$ 594,380.91	\$ 594,380.91	
From Current Years Operations.....	1,477,743.93	1,477,743.93	
TOTAL TO UNAPPROPRIATED SURPLUS.....	\$ 2,072,124.84	\$ 2,072,124.84	
TOTAL DISPOSITION OF FUNDS.....	\$389,272,164.31	\$365,159,995.24	\$ 24,112,169.07

STATEMENT OF REVENUE
FISCAL YEAR ENDED JUNE 30, 1960

EXHIBIT "E"

CURRENT FUND:	Estimated Revenue	Actual Revenue	Refunds	Net Revenue	Over (Under) Estimate	Actual Net Last Year	Increase Decrease*
STATE REVENUE:							
MOTOR VEHICLE REVENUE:							
Automobile License	\$ 13,146,000.00	\$ 13,141,415.75	\$ 13,938.79	\$ 13,127,476.96	\$ 18,523.04*	\$ 12,504,595.96	\$ 622,881.00
Truck License	12,170,000.00	12,382,563.96	40,901.88	12,341,662.08	171,662.08	11,894,161.55	447,500.53
For Hire License	1,600,000.00	1,796,116.86	33,032.47	1,763,084.39	163,084.39	1,743,971.71	19,112.68
Motorcycle License	20,000.00	25,083.54	101.79	24,981.75	4,981.75	24,413.01	568.71
Bus and Franchise Taxes	4,500,000.00	5,393,697.17	17,449.93	5,376,247.24	876,247.24	4,725,726.15	650,521.09
Gasoline Gallon Tax	85,697,000.00	88,689,030.87	4,450,325.12	84,238,705.75	1,458,294.25*	81,228,099.60	3,010,606.15
Gasoline Gallon Tax (Highway Usage)	672,000.00	698,230.69	—	698,230.69	26,230.69	658,456.21	39,771.48
Title Fees	470,000.00	486,030.46	3,117.00	482,913.46	12,913.46	452,054.20	30,859.26
Transfer Fees	350,000.00	342,358.68	6,369.90	335,988.78	14,011.22*	317,407.63	18,581.15
Penalties	560,000.00	639,931.72	12,035.00	627,896.72	67,896.72	657,478.84	29,552.12*
Gasoline Motor Vehicle Registration	105,000.00	114,011.32	200.00	113,811.32	8,811.32	105,936.45	7,874.87
Certificate Fees	—	9,000.00	115.50	8,884.50	8,884.50	7,604.97	1,279.53
Interest on Drafts	—	11,687.19	5.86	11,681.33	11,681.33	10,373.52	1,307.81
Permit Refund Fees	—	17.00	9.00	8.00	8.00	5.00	3.00
Miscellaneous	15,000.00	—	—	—	15,000.00*	—	—
TOTAL MOTOR VEHICLE (STATE) REVENUE	\$119,305,000.00	\$123,729,175.21	\$ 4,577,602.24	\$119,151,572.97	\$ 153,427.03*	\$114,330,287.80	\$ 4,821,285.17
FEDERAL AID PARTICIPATION REVENUE:							
Federal Aid Primary	\$ 8,701,574.00	\$ 8,701,574.00	\$ —	\$ 8,701,574.00	\$ —	\$ 10,109,203.00	\$ 1,407,629.00*
Federal Aid Secondary	8,348,758.00	8,348,758.00	—	8,348,758.00	—	8,650,207.00	310,449.00*
Federal Aid Urban	2,925,652.01	2,925,652.01	—	2,925,652.01	—	2,880,235.22	39,416.79
Federal Aid Interstate	9,621,622.84	9,621,622.84	—	9,621,622.84	—	13,482,250.00	3,860,627.16*
Federal Defense Access	1,449.00*	1,449.00*	—	1,449.00*	—	103,191.89*	101,742.89
Federal Aid Forestry	—	—	—	—	—	292,713.93	292,713.93*
TOTAL FEDERAL AID PARTICIPATION REVENUE	\$ 29,596,157.85	\$ 29,596,157.85	\$ —	\$ 29,596,157.85	\$ —	\$ 35,326,417.26	\$ 5,730,259.41*

PROPERTY OWNER PARTICIPATION REVENUE:										
STATE MAINTENANCE AND CONSTRUCTION:										
Primary System.....	\$	79,000.00	\$	79,000.00	\$	-0-	\$	-0-	\$	-0-
Secondary System.....		283,829.50		283,829.50		-0-		-0-		79,000.00
Public Service Roads.....		12,832.00		12,832.00		-0-		-0-		57,953.62
Federal Aid Construction.....		55,363.05		55,363.05		-0-		-0-		88,341.86*
Capital Improvements.....		-0-		-0-		-0-		-0-		52,923.05
										42,017.48*
TOTAL PROPERTY OWNER PARTICIPATION.....	\$	431,024.55	\$	431,024.55	\$	-0-	\$	-0-	\$	371,507.22
										59,517.33
CITIES AND TOWNS PARTICIPATION REVENUE:										
STATE MAINTENANCE AND CONSTRUCTION:										
Primary System.....	\$	4,608.11	\$	4,608.11	\$	-0-	\$	-0-	\$	-0-
Urban System.....		14.00*		14.00*		-0-		-0-		19,308.60
Public Service Roads.....		249,551.27		249,551.27		-0-		-0-		240.00
Federal Aid Construction.....		2,554.23		2,554.23		-0-		-0-		75,000.00
Federal Aid Construction—State Matching Funds.....		477.14*		477.14*		-0-		-0-		34,640.00
										32,085.77*
TOTAL CITIES AND TOWNS PARTICIPATION.....	\$	256,222.47	\$	256,222.47	\$	-0-	\$	-0-	\$	-0-
										129,188.60
TOTAL PARTICIPATION REVENUE.....	\$	30,283,404.87	\$	30,283,404.87	\$	-0-	\$	-0-	\$	-0-
										35,827,113.08
TOTAL CURRENT FUND REVENUE—STATE AND PARTICIPATION.....	\$149,588,404.87	\$154,012,580.08	\$	4,577,602.24	\$	153,427.03*	\$150,157,400.88	\$	722,423.04*	
DEBT SERVICE FUND—GASOLINE TAX.....	\$	14,873,000.00	\$	14,781,505.13	\$	-0-	\$	91,494.87*	\$	14,203,998.28
										577,506.85
TOTAL REVENUE.....	\$164,461,404.87	\$168,794,085.21	\$	4,577,602.24	\$	153,427.03*	\$164,361,399.16	\$	144,916.19*	

*Indicates red figures

**STATEMENT OF APPROPRIATIONS, APPORTIONMENTS,
FISCAL YEAR ENDED**

	Unexpended Allotments 6-30-59	Appropriations Apportionments & Participations	Allotments
CURRENT FUND:			
CURRENT ACCOUNTS:			
NON-HIGHWAY DEPARTMENTS:			
Department of Mtr. Vehicles		\$ 9,516,287.00	\$ 9,173,127.92
Prison Department		3,907,435.00	2,894,785.24
Probation Commission		467,975.00	466,505.22
Board of Paroles		375,524.00	365,103.87
Utilities Commission		144,802.00	142,737.35
TOTAL NON-HIGHWAY DEPARTMENTS		\$ 14,412,023.00	\$ 13,042,259.60
Highway Departments:			
General Administration		\$ 1,367,702.00	\$ 1,172,844.41
Engineering Administration		4,138,131.00	3,633,244.56
Merit Salary Increases		37,811.00	
Legislative Salary Increases		65,226.00	
Legislative Salary Adjustments		144,320.00	
Reserve for Contingencies		42,902.00	
Employer's Contribution to Retirement System		2,212,993.00	2,178,258.03
TOTAL HIGHWAY DEPARTMENTS		\$ 8,009,085.00	\$ 6,984,347.00
TOTAL CURRENT ACCOUNTS		\$ 22,421,108.00	\$ 20,026,606.00
ENCUMBRANCE ACCOUNTS:			
NON-HIGHWAY DEPARTMENTS:			
State Aid to Municipalities	\$ 64,774.36	\$ 13,592,341.30	\$ 6,766,092.58
TOTAL NON-HIGHWAY DEPARTMENTS	\$ 64,774.36	\$ 13,592,341.30	\$ 6,766,092.58
HIGHWAY DEPARTMENTS:			
STATE MAINTENANCE AND CONSTRUCTION:			
PRIMARY SYSTEM:			
Appropriation	\$ 4,240,175.09	\$ 18,926,137.00	\$ 18,926,137.00
Participation By Cities and Towns		4,608.11	4,608.11
Participation By Property Owners		79,000.00	79,000.00
Expenditures			
TOTAL PRIMARY SYSTEM	\$ 4,240,175.09	\$ 19,009,745.11	\$ 19,009,745.11
SECONDARY SYSTEM:			
Appropriation	\$ 7,830,899.78	\$ 44,779,000.00	\$ 44,779,000.00
Participation by Property Owners		283,829.50	283,829.50
Expenditures			
TOTAL SECONDARY SYSTEM	\$ 7,830,899.78	\$ 45,062,829.50	\$ 45,062,829.50

PARTICIPATION, ALLOTMENTS AND EXPENDITURES

JUNE 30, 1959

EXHIBIT "F"

Expenditures			Unallotted Appropriations	Unexpended Appropriations	Unexpended Allotments
Gross	Receipts	Net			
\$ 11,264,298.44	\$ 2,091,170.52	\$ 9,173,127.92	\$ 343,159.08	\$ 343,159.08	\$ -----
12,886,905.89	9,992,120.65	2,894,785.24	1,012,649.76	1,012,649.76	-----
490,547.28	24,042.06	466,505.22	1,469.78	1,469.78	-----
379,671.72	14,567.85	365,103.87	10,420.13	10,420.13	-----
142,737.35	-----	142,737.35	2,064.65	2,064.65	-----
\$ 25,164,160.68	\$ 12,121,901.08	\$ 13,042,259.60	\$ 1,369,763.40	\$ 1,369,763.40	-----
\$ 1,217,097.65	\$ 44,253.24	\$ 1,172,844.41	\$ 194,857.59	\$ 194,857.59	-----
3,649,815.01	16,570.45	3,633,244.56	504,886.44	504,886.44	-----
-----	-----	-----	37,811.00	37,811.00	-----
-----	-----	-----	65,226.00	65,226.00	-----
-----	-----	-----	144,320.00	144,320.00	-----
-----	-----	-----	42,992.00	42,992.00	-----
2,179,214.25	956.22	2,178,258.03	34,734.97	34,734.97	-----
\$ 7,046,126.91	\$ 61,779.91	\$ 6,984,347.00	\$ 1,024,738.00	\$ 1,024,738.00	-----
\$ 32,210,287.59	\$ 12,183,680.99	\$ 20,026,606.60	\$ 2,394,501.40	\$ 2,394,501.40	-----
\$ 6,768,363.70	\$ -----	\$ 6,768,363.70	\$ 6,826,248.72	\$ 6,888,751.96	\$ 62,503.24
\$ 6,768,363.70	\$ -----	\$ 6,768,363.70	\$ 6,826,248.72	\$ 6,888,751.96	\$ 62,503.24
\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
18,110,331.29	176,025.21	17,934,306.08	-----	-----	-----
\$ 18,110,331.29	\$ 176,025.21	\$ 17,934,306.08	\$ -----	\$ 5,315,614.12	\$ 5,315,614.12
\$ -----	\$ -----	\$ -----	\$ -----	\$ -----	\$ -----
40,285,526.94	223,479.16	40,062,047.78	-----	-----	-----
\$ 40,285,526.94	\$ 223,479.16	\$ 40,062,047.78	\$ -----	\$ 12,831,681.50	\$ 12,831,681.50

	Unexpended Allotments 6-30-59	Appropriations Apportionments & Participations	Allotments
CURRENT FUND (CONT'D.):			
ENCUMBRANCE ACCOUNTS (CONT'D.):			
HIGHWAY DEPARTMENTS (CONT'D.):			
STATE MAINTENANCE AND CONSTRUCTION (CONT'D.):			
URBAN SYSTEM:			
Appropriation.....	\$ 2,489,382.81	\$ 3,055,448.00	\$ 3,055,448.00
Participation by Cities and Towns.....		14.00*	14.00*
Expenditures.....			
TOTAL URBAN SYSTEM.....	\$ 2,489,382.81	\$ 3,055,434.00	\$ 3,055,434.00
PUBLIC SERVICE ROADS:			
Appropriation.....	\$ 2,679,487.91	\$ 974,800.00	\$ 974,800.00
Participation by Cities and Towns.....		249,551.27	249,551.27
Participation by Property Owners.....		12,832.00	12,832.00
Expenditures.....			
TOTAL PUBLIC SERVICE ROADS.....	\$ 2,679,487.91	\$ 1,237,183.27	\$ 1,237,183.27
TOTAL STATE MAINTENANCE AND CONSTRUCTION..	\$ 17,239,945.59	\$ 68,365,191.88	\$ 68,365,191.88
HIGHWAY CONSTRUCTION—FED. AID:			
Unexpended Allotments Brought Forward.....	\$ 52,657,037.31	\$	\$
APPORTIONMENTS:			
Fed. Aid Primary.....		23,432,326.72	6,742,835.00
Fed. Aid Secondary.....		20,972,940.00	8,397,529.00
Fed. Aid Urban.....		6,708,900.23	1,802,777.00
Fed. Aid Interstate.....		78,284,385.84	32,306,972.00
Fed. Aid Defense Access.....		1,449.00*	1,449.00*
Fed. Aid Forestry.....		358,032.62	24,758.62
Fed. Aid Emergency.....		5,480.00	35,048.00*
Fed. Aid Repayable Advance.....			11,673.00*
PARTICIPATIONS:			
Cities & Towns.....	\$	\$ 2,554.23	\$ 2,554.23
Property Owners.....		55,363.05	55,363.05
Expenditures.....			
TOTAL FEDERAL AID FUNDS.....	\$ 52,657,037.31	\$129,818,533.69	\$ 49,284,618.90
State Funds to Match Federal Aid.....		\$ 44,317,818.60	\$ 23,161,998.96
TOTAL HIGHWAY CONSTRUCTION—FEDERAL AID.....	\$ 52,657,037.31	\$174,136,352.29	\$ 72,446,617.86
CAPITAL IMPROVEMENTS:			
Appropriation.....	\$ 230,044.34	\$ 593,249.00	\$ 350,760.90
Expenditures.....			
TOTAL CAPITAL IMPROVEMENTS.....	\$ 230,044.34	\$ 593,249.00	\$ 350,760.90
TOTAL ENCUMBRANCE ACCOUNTS.....	\$ 70,191,801.60	\$256,687,134.47	\$147,928,663.22
TOTAL CURRENT FUNDS.....	\$ 70,191,801.60	\$279,108,242.47	\$167,955,269.82

Expenditures			Unallotted Appropriations	Unexpended Appropriations	Unexpended Allotments
Gross	Receipts	Net			
\$-----	\$-----	\$-----	\$-----	\$-----	\$-----
2,745,954.16	60,100.43	2,685,853.73	-----	-----	-----
\$ 2,745,954.16	\$ 60,100.43	\$ 2,685,853.73	\$-----	\$ 2,858,963.08	\$ 2,858,963.08
\$-----	\$-----	\$-----	\$-----	\$-----	\$-----
2,082,909.15	34,419.38	2,048,489.77	-----	-----	-----
\$ 2,082,909.15	\$ 34,419.38	\$ 2,048,489.77	\$-----	\$ 1,868,181.41	\$ 1,868,181.41
\$ 63,224,721.54	\$ 494,024.18	\$ 62,730,697.36	\$-----	\$ 22,874,440.11	\$ 22,874,440.11
\$-----	\$-----	\$-----	\$-----	\$-----	\$-----
-----	-----	-----	16,689,491.72	-----	-----
-----	-----	-----	12,575,411.00	-----	-----
-----	-----	-----	4,906,123.23	-----	-----
-----	-----	-----	45,977,413.84	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	333,274.00	-----	-----
-----	-----	-----	40,528.00	-----	-----
-----	-----	-----	11,673.00	-----	-----
\$-----	\$-----	\$-----	\$-----	\$-----	\$-----
71,919,458.39	600,442.76	71,319,015.63	-----	-----	-----
\$ 71,919,458.39	\$ 600,442.76	\$ 71,319,015.63	\$ 80,533,914.79	\$155,474,373.97	\$ 53,784,639.54
\$-----	\$-----	\$-----	\$ 21,155,819.64	\$-----	\$-----
\$ 71,919,458.39	\$ 600,442.76	\$ 71,319,015.63	\$101,689,734.43	\$155,474,373.97	\$ 53,784,639.54
\$-----	\$-----	\$-----	\$-----	\$-----	\$-----
414,391.31	19,579.36	394,811.95	\$ 242,488.10	\$-----	\$-----
\$ 414,391.31	\$ 19,579.36	\$ 394,811.95	\$ 242,488.10	\$ 428,481.39	\$ 185,993.29
\$ 142,326,934.94	\$ 1,114,046.30	\$141,212,888.64	\$108,758,471.25	\$185,666,047.43	\$ 76,907,576.18
\$ 174,537,222.53	\$ 13,297,727.29	\$161,239,495.24	\$111,152,972.65	\$188,060,548.83	\$ 76,907,576.18

	Unexpended Allotments 6-30-59	Appropriations Apportionments & Participations	Allotments
DEBT SERVICE FUND:			
Interest on Secondary Road Bonds	\$	\$ 1,899,563.00	\$ 1,899,562.50
Redemption of Secondary Road Bonds		10,350,000.00	10,350,000.00
TOTAL DEBT SERVICE FUND	\$	\$ 12,249,563.00	\$ 12,249,562.50
GRAND TOTALS	\$ 70,191,801.60	\$291,357,805.47	\$180,204,832.32
SUMMARY:			
NON-HIGHWAY DEPARTMENTS	\$ 64,774.36	\$ 28,004,364.30	\$ 19,808,352.18
HIGHWAY DEPARTMENTS:			
Current Accounts	\$	\$ 8,009,085.00	\$ 6,984,347.00
State Maintenance and Construction	\$ 17,239,945.59	68,365,191.88	\$ 68,365,191.88
Fed. Aid Highway Construction	52,657,037.31	174,136,352.29	72,446,617.86
Capital Improvements	230,044.34	593,249.00	350,760.90
TOTAL HIGHWAY COMMISSION	\$ 70,127,027.24	\$251,103,878.17	\$148,146,917.74
Debt Service	\$	\$ 12,249,563.00	\$ 12,249,562.50
GRAND TOTALS	\$ 70,191,801.60	\$291,357,805.47	\$180,204,832.32

*Indicates Red Figures

Expenditures			Unallotted Appropriations	Unexpended Appropriations	Unexpended Allotments
Gross	Receipts	Net			
\$ 1,899,562.50	\$ -0-	\$ 1,899,562.50	\$.50	\$.50	\$ -----
10,350,000.00	-0-	10,350,000.00	-----	-----	-----
\$ 12,249,562.50	\$ -0-	\$ 12,249,562.50	\$.50	\$.50	\$ -----
\$ 186,786,785.03	\$ 13,297,727.29	\$173,489,057.74	\$111,152,973.15	\$188,060,549.33	\$ 76,907,576.18
\$ 31,932,524.38	\$ 12,121,901.08	\$ 19,810,623.30	\$ 8,196,012.12	\$ 8,258,515.36	\$ 62,503.24
\$ 7,046,126.91	\$ 61,779.91	\$ 6,984,347.00	\$ 1,024,738.00	\$ 1,024,738.00	\$ -----
63,224,721.54	494,024.18	62,730,697.36	-----	22,874,440.11	22,874,440.11
71,919,458.39	600,442.76	71,319,015.63	101,689,734.43	155,474,373.97	53,784,639.54
414,391.31	19,579.36	394,811.95	242,488.10	428,481.39	185,993.29
\$ 142,604,698.15	\$ 1,175,826.21	\$141,428,871.94	\$102,956,960.53	\$179,802,033.47	\$ 76,845,072.94
\$ 12,249,562.50	\$ -----	\$ 12,249,562.50	\$.50	\$.50	\$ -----
\$ 186,786,785.03	\$ 13,297,727.29	\$173,489,057.74	\$111,152,973.15	\$188,060,549.33	\$ 76,907,576.18

STATEMENT OF BONDED INDEBTEDNESS AND DEBT SERVICE REQUIREMENTS

(Authorized by Chapter 1250 of 1949 Session Laws)

JUNE 30, 1960

EXHIBIT "G"

Operations		
Cash on Hand July 1, 1959.....		\$ 9,330,663.94
Revenue Collected 1959-60 Fiscal Year.....		14,781,505.13
Total Available.....		\$ 24,112,169.07
EXPENDITURES DURING 1959-60:		
For Retirement of Bonds.....	\$ 10,350,000.00	
For Interest on Bonds.....	1,899,562.50	
TOTAL EXPENDITURES.....		\$ 12,249,562.50
CASH ON HAND AT JUNE 30, 1960.....		\$ 11,862,606.57

Requirements to Retire \$200,000,000.00 Secondary Road Bonds
(Through June 30, 1960 \$86,650,000.00 Had Been Retired)

Fiscal Year	Maturities	Requirements		
		Bonds	Interest On Bonds	Total
1949-50.....	\$ -0-	\$ -0-	\$ 1,742,937.50	\$ 1,742,937.50
1950-51.....	6,000,000.00	6,000,000.00	2,332,500.00	8,332,500.00
1951-52.....	6,100,000.00	6,100,000.00	3,667,250.00	9,767,250.00
1952-53.....	5,500,000.00	5,500,000.00	3,435,250.00	8,935,250.00
1953-54.....	9,400,000.00	9,400,000.00	3,245,750.00	12,645,750.00
1954-55.....	9,550,000.00	9,550,000.00	2,922,062.50	12,472,062.50
1955-56.....	9,700,000.00	9,700,000.00	2,591,375.00	12,291,375.00
1956-57.....	9,850,000.00	9,850,000.00	2,308,312.50	12,158,312.50
1957-58.....	10,000,000.00	10,000,000.00	2,174,250.00	12,174,250.00
1958-59.....	10,200,000.00	10,200,000.00	2,038,000.00	12,238,000.00
1959-60.....	10,350,000.00	10,350,000.00	1,899,562.50	12,249,562.50
1960-61.....	10,500,000.00	10,500,000.00	1,759,250.00	12,259,250.00
1961-62.....	10,700,000.00	10,700,000.00	1,616,750.00	12,316,750.00
1962-63.....	10,850,000.00	10,850,000.00	1,462,062.50	12,312,062.50
1963-64.....	11,050,000.00	11,050,000.00	1,305,187.50	12,355,187.50
1964-65.....	11,250,000.00	11,250,000.00	1,136,750.00	12,386,750.00
1965-66.....	11,400,000.00	11,400,000.00	956,875.00	12,356,875.00
1966-67.....	11,600,000.00	11,600,000.00	781,875.00	12,381,875.00
1967-68.....	11,800,000.00	11,800,000.00	578,187.50	12,378,187.50
1968-69.....	12,000,000.00	12,000,000.00	368,250.00	12,368,250.00
1969-70.....	12,200,000.00	12,200,000.00	186,250.00	12,386,250.00
TOTALS.....	\$ 200,000,000.00	\$ 200,000,000.00	\$ 38,508,687.50	\$ 238,508,687.50

RETIREMENTS AND BONDS OUTSTANDING

Fiscal Year	Bonds Retired		Interest Paid During 1959-60	Bonds Outstanding At June 30, 1960
	At June 30, 1959	During 1959-60		
1950-51.....	\$ 6,000,000.00			
1951-52.....	6,100,000.00			
1952-53.....	5,500,000.00			
1953-54.....	9,400,000.00			
1954-55.....	9,550,000.00			
1955-56.....	9,700,000.00			
1956-57.....	9,850,000.00			
1957-58.....	10,000,000.00			
1958-59.....	10,200,000.00			
1959-60.....		\$ 10,350,000.00	\$ 1,899,562.50	
1960-61.....				\$ 10,500,000.00
1961-62.....				10,700,000.00
1962-63.....				10,850,000.00
1963-64.....				11,050,000.00
1964-65.....				11,250,000.00
1965-66.....				11,400,000.00
1966-67.....				11,600,000.00
1967-68.....				11,800,000.00
1968-69.....				12,000,000.00
1969-70.....				12,200,000.00
TOTALS.....	\$ 76,300,000.00	\$ 10,350,000.00	\$ 1,899,562.50	\$ 113,350,000.00

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